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日七十月二年辰丙

HONGKONG, MONDAY, MARCH 20TH, 1916.

一拜禮

號二十月三年五國民華中

Price, \$3 PER MONTH.

THE HOME MAILS.

TO ARRIVE.
Mar. 21st.—Europe (via Negapatam), per
s.s. KUTSANG.
TO DEPART.
Mar. 21st.—Europe via Siberia, at 3 p.m.,
per s.s. ANHUI.
Mar. 22nd.—Europe via Siberia, at 10.30
a.m., per s.s. EMPRESS OF
RUSSIA.
Mar. 22nd.—Shanghai, North China, Japan
via Nagasaki, Victoria, B.C.
(United Kingdom, United
States, South America and
Canada, via Vancouver), at
10.30 a.m., per s.s. EMPRESS
OF RUSSIA.
Mar. 24th.—Straits, Burmah, Ceylon, Ade-
laid, Western Australia,
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Europe, at 2 p.m., per s.s.
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Mar. 25th.—Straits, Burmah, Ceylon, Ade-
laid, Western Australia,
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at 9 a.m., per s.s. MIYAKI
MARU.
Apr. 7th.—Straits, Burmah, Ceylon, Ade-
laid, Western Australia,
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11 a.m., per s.s. MALTA.

W.B.—For further returns and for Mails to
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INTIMATIONS

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Hongkong, 9th December, 1914. 119

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1916.
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Hongkong, 6th January, 1916. 120

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LIMITED.

TIME TABLE.

WEEK DAYS.
7.00 a.m. to 8.00 a.m. Every 15 minutes.
8.00 " " 10.00 " " 10 " "
10.00 " " 11.00 " " 15 " "
11.30 " " 12.45 p.m. " " 15 " "
12.45 p.m. to 1.15 " " 10 " "
1.15 " " 1.45 " " 15 " "
1.45 " " 2.15 " " 10 " "
2.15 " " 2.45 " " 15 " "
2.45 " " 3.15 " " 10 " "
3.15 " " 3.45 " " 15 " "
3.45 " " 4.15 " " 10 " "
4.15 " " 4.45 " " 15 " "
4.45 p.m. to 6.00 p.m. Every Half-Hour.
6.00 p.m. to 11.45 p.m. Every Quarter-Hour.

SUNDAY.
7.45 a.m. to 10.30 a.m. Every 15 minutes.
10.30 " " 11.00 " " 10 " "
11.00 " " 12.00 noon " " 10 " "
12.00 noon to 1.00 p.m. " " 10 " "
1.00 p.m. to 6.00 " " 15 " "
6.00 " " 8.00 " " 10 " "
8.00 " " 7.00 " " 15 " "
7.00 " " 8.10 " " 10 " "
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JOHN D. HUMPHREYS & SON,
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Hongkong 19th June, 1916. 85

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2nd Class	Dairen	Changchun	Mon, Wed, Fri	2nd Class	Dairen	Changchun	Tue, Thu, Sat
3rd Class	Dairen	Changchun	Mon, Wed, Fri	3rd Class	Dairen	Changchun	Tue, Thu, Sat

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Hongkong, 16th July, 1915. 77

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Hongkong, 24th April, 1914. 171

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Hongkong, 10th August, 1915. 142

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GRILL ROOM.
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1st February, 1916. 131

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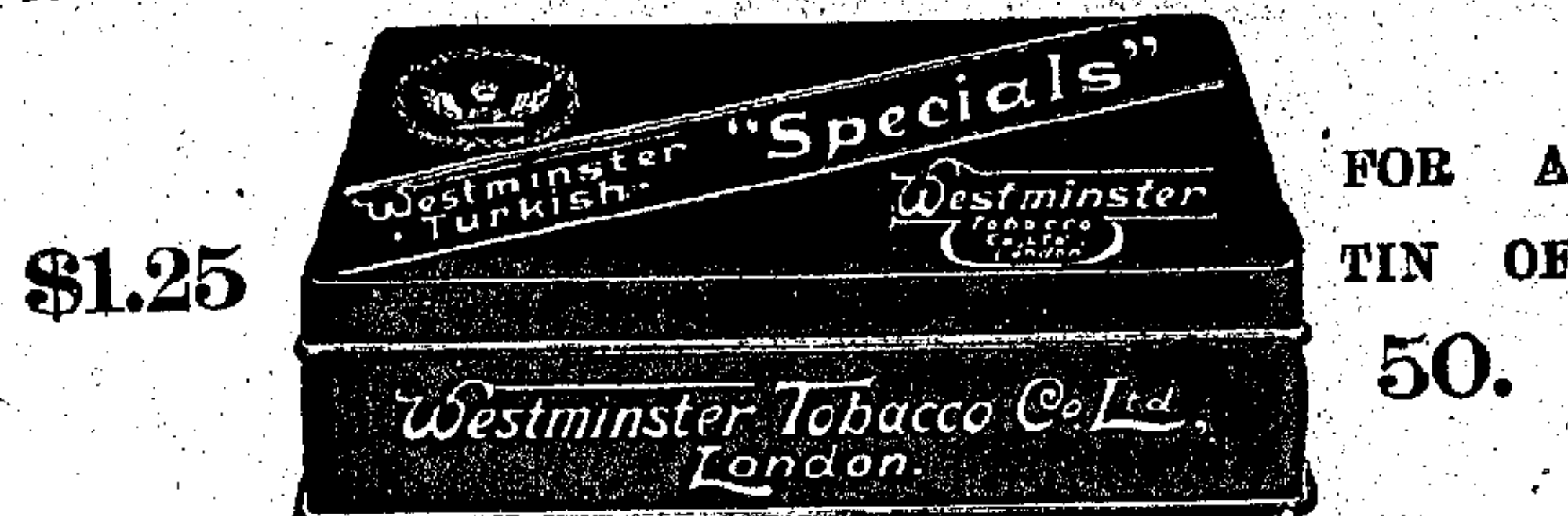
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Hongkong, 20th March, 1916.

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THE SAME TO-DAY AS IN
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ROYAL HONGKONG GOLF CLUB.

A COMPETITION will be held over the FAN LING course commencing on 1st April for a prize kindly presented by H.E. the Governor.

CONDITIONS.—Match play under handicap. Limited to handicaps of 12 and over.

Entrance fee 50 cents per round, the proceeds to go to the War Charities Committee.

Intending competitors are requested to sign their names on the boards at Happy Valley or Fan Ling or to send same in writing to the undersigned, c/o Messrs. Bradley & Co., Ltd., not later than the 25th inst.

T. W. HILL,
Acting Hon. Secretary.
Hongkong, March 14th, 1916.

ASAHI BEER
DAI NIPPON BREWERY CO. TOKIO JAPAN.
OBTAINABLE EVERYWHERE
SOLE AGENTS
MITSU BUSSAN KAISHA.
HONGKONG.

THE NEW FRENCH REMEDY
THERAPION No. 1
THERAPION No. 2
THERAPION No. 3
THERAPION

THE GERMAN SHELL CASE
AT SHANGHAI
EVIDENCE OF CONSULAR
COMPLICITY.

Sensational revelations were made at the French Mixed Court, Shanghai, on the 13th inst., in the case which arose out of the discovery of the 200 shells in a pond in a garden formerly occupied by Mr. A. Nielsen, the King-piao chauffeur to Mr. Nielsen, was charged with being concerned in the unlawful storage of shells.

M. Alfonsi appeared for the French Police and gave evidence as to the circumstances in which the shells were found. Liu Zu-tong, fifty-four years of age and chief gardener at 44, French Siccawei Road, said he had been in the service of Mr. Otto Meuser for many years. When Mr. Meuser left for Europe he gave a power of attorney to Mr. Strieb, under whom witness continued to work. In March, 1915, four foreigners came to live on the property, two of them being Messrs. Morscher and Nielsen. Nielsen went away in July, 1915, but returned to settle there in November, bringing with him two boys, a cook and two chauffeurs, all Ningpo people. Nielsen and Morscher were in the house when the fire broke out on January 19th, after which they left, leaving four dogs in the garden with a couple to look after them.

Speaking of the discovery of the shells, witness said that on March 4th when the search was made the French Police first discovered two cases, and, when he saw that, witness told Yu Mao-mao, the second gardener, to look after the garden, while he went to tell Mr. Strieb. When he told Mr. Strieb what the French Police had discovered he was very angry and said, "This is a bad affair. If these rescapes, Nielsen and Morscher, had not been allowed to stay in the garden, all this dirty business would not have happened." Later Mr. Strieb went to the Police Station.

WITNESS was later told by the second gardener that six more cases had been found and taken to the Lokawei Police Station. Witness did not know by whom and when these cases were thrown into the pond, but many times he had seen Nielsen and Morscher arriving at the garden in motor cars with such cases, and there were no such cases in the garden before their coming. They were handled by the boys and the two foreigners and stored in the house to which witness had no access. Sometimes, too, he had seen Nielsen and Morscher, with the help of the chauffeurs and the boys, take such cases out of the house and put them in the motor car and then drive off.

As soon as the French Police arrived at the garden on March 4th, Nielsen's coolie left the place in a hurry and did not return. Yu Mao-mao, second gardener, gave corroborative evidence and added that one of the boys employed by Nielsen had told him that his master was in the ammunition business.

FOUNDS NOT MENTIONED. M. Dantun, chief of the French Fire Brigade, deposed to attending the fire at Nielsen's house on January 19th. When the Brigade arrived, Nielsen was present. He was barefooted and in night attire. Morscher also was present, and with them witness noticed Mr. Dabelstein, who was in evening dress.

Liu King-piao, aged 20 years, the accused chauffeur, a native of Ningpo, said he had been in the service of Mr. Nielsen for about eighteen months. When he entered the latter's service he was living at 32, Yangtsepo Road, but in March of last year he went to reside at 44, French Siccawei Road, returning to the former address in July. After the International Police had made the discovery of arms belonging to his master, witness said that Mr. Nielsen returned to 44, French Siccawei Road and lived there with Mr. Morscher. As there were cases of ammunition at 32, Yangtsepo Road, his master ordered him to be brought to his new residence.

In reply to a question as to why his master made the transfer, witness said that it was for fear of any action which might be taken by the International Police.

REMOVAL BY NIGHT. Continuing, witness said that the removal of the case was conducted at night, four or five cases at a time, in the motor car. They were put into the car by Nielsen and Morscher, and, while this was being done, witness was ordered to keep a look-out to watch for anyone coming. The cases being put into the car, the cover was put up in order to hide them and the trip was made to 44, French Siccawei Road.

As far as he could remember 24 cases were thus removed from Yangtsepo Road to French Siccawei Road, and the transfer was carried out between November 1st and 10th, 1915.

On November 12th the French Police stopped two carts coming from 32, Yangtsepo Road in the charge of two Chinese, and witness had been told that on that occasion the police seized some weapons and rifle ammunition belonging to his master.

The 24 cases of ammunition which Nielsen had thus transported to his new residence remained there for about a week, when Nielsen took some of them away, how many witness could not remember. He took away two or three at a time and when doing so was always accompanied by Morscher. On the road Nielsen told witness to get down from the car as he did not wish for his presence any more. He then continued on his way with Morscher. Witness did not know where they went.

Speaking as to his master's other actions, witness averred that Nielsen went nearly every day to the German Consulate and generally stayed there for ten minutes at each visit. The calls were made either in the morning between 10 and 12 o'clock, or in the afternoon between 2 and 3 o'clock. During the hearing of the case at the Mixed Court in October last, Nielsen went to the German Consul three times a day. Each time his master asked him not to speak about the matter.

NIelsen's WARNING TO CHAUFFEUR. The case discovered by the French Police was similar to the 24 cases which witness had spoken of. On March 6th at four o'clock in the afternoon, Nielsen asked witness to come and see him at his office at 123, Chongtong Road. He then told witness not to go to

NEW TAXATION.
HEAVY ADDITIONAL BURDENS
ANTICIPATED.

The Parliamentary correspondent of the Daily Chronicle says:—

The problem of new taxation is now engaging the attention of the Chancellor of the Exchequer and his expert advisers. There can be little doubt that the new Budget will impose heavy additional burdens on the nation. While the primary object of the new imposts will be to raise additional revenue, the secondary object is the enforcement of economy. It is urgently necessary that we should produce more and consume less.

Financial experts are of opinion that the Government have not been courageous enough in their taxation proposals. In his first War Budget, produced in November, 1914, Mr. Lloyd George imposed new taxation which in a full year would have brought about £80,000,000 additional into the Exchequer. In his second War Budget, May, 1915, he imposed no new taxes. Mr. McKenna, in his first Budget, produced on September 21 last, increased the war taxation so as to produce in a full year an additional revenue of over £90,000,000.

NOT HEAVY ENOUGH. Economists and financiers, while welcoming this Budget, still cried out that the burdens imposed on the people were not heavy enough. The large and undiminished spending power of the nation, as evidenced by the experience of the past four months, certainly shows that the limits of profitable taxation have by no means been reached. It may, therefore, be expected pretty confidently that the next Budget will give a fresh turn to the screw of taxation.

Pitt and Gladstone made it a rule to pay a substantial part of the cost of a war from current revenue while it was in progress. We are doing little more so far in this war than paying interest on our new war debt. Even allowing for the vast scale of this war, such a contribution from taxation is not enough.

In searching for new sources of revenue Mr. McKenna is not likely to discover any single tax richly productive as the 50 per cent. levy on excess profits promises to be. But there are several possible taxes which would bring in by no means negligible sums. It will not be surprising if Mr. McKenna will have recourse to some of the alterations in postal rates that appeared originally in his last Budget, but were abandoned in committee. The abolition of the halfpenny post, as proposed by the Retrenchment Committee, may yet be accomplished. Now that economies in the use of paper are to be enforced on newspaper companies, there is a new argument for the abolition of the halfpenny post in that it would discourage the consumption of paper for circulars and catalogue purposes. Incidentally any diminution in the number of post-cards, circulars, and catalogues sent by post would help to ease the labour problem in the Post Office.

AN alternative, or even a supplementary proposal, to the abolition of the halfpenny post is the adoption of a special war stamp. Canada has reaped a substantial sum from a special war stamp, which is required to be attached to every letter, circular, and package sent through the post. A halfpenny stamp, which would, of course, have to be of a peculiar and distinctive colour—placed on every envelope passing through the British Post Office would bring in a considerable amount.

It may be taken for granted that one feature of the new Budget will be a tax on amusements, levied by means of a duty on every ticket for theatres, musicals, cinema and concert halls. Amusement is a term flexible enough to include lectures. Some war lectures may reap a princely income, which is not subject to the 50 per cent. tax on excess profits.

A travelling-tax is also one of the probabilities. A tax on train and tram-tickets would, however, have to be subject to obvious limitations or it would press hardly on people who can ill-afford to pay anything extra from their narrow domestic budgets.

MORE INTO THE FRENCH CONCESSION. Witness asked why not and Nielsen replied, "Well, you know the French Police have discovered the cases of ammunition. If you go into the French Concession the Police can ask you questions, and it is better not to go." Nielsen then instructed his clerk Zao again to explain his instructions to witness, but the French police had witness arrested in the International Settlement. The cases discovered by the French Police were similar to those which he had brought to the garden at the beginning of November.

The Assessor remarked that the case was a serious one, as it affected the peace of the Settlement and perhaps the lives of residents of all nationalities. The fact that the principal criminal was not within the jurisdiction of the Court might be somewhat in favour of the accused chauffeur. There had been 24 cases of 25 shells each, apparently, stored by Nielsen in his garden, and as the French Police had only been able up to the present to discover eight, further inquiry would be necessary to ascertain the whereabouts of the 400 missing projectiles. The case would, therefore, be adjourned for a week.

ALLEGED FALSE PAPERS.

Before the same Court, a woman, named Schwartz, described as of unknown nationality, was charged with knowingly being in possession of false papers.

It was alleged that the defendant, claimed French nationality, but subsequently claimed to be Russian, which the Russian Consulate refused to recognize.

In answer to the Court, the defendant admitted having false papers, said that her real name was Weinstein and not Schwartz, and that she had been married according to Jewish rites to a man named David Weinstein or Wise. She admitted an intimate friendship with Nielsen, but denied all knowledge of his business. She was arrested by the French Consul at the very time she was endeavouring to obtain a French passport to go to France.

The Assessor pointed out that in time of war knowingly to be in possession of false papers was a serious matter. In order to allow Mr. G. D. Musso, who is for the defence, to prepare his case the prisoner was remanded in bail of £1,500 until the next

FREIGHT MARKET.

Messrs. Snowman & Co., of Hongkong, in their freight circular dated 18th March, state:—

Our last circular dated 4th instant, at which time the freight market ruled exceedingly high, closing with a strong demand for additional tonnage in the direction Saigon to Hongkong at 82 cents. This figure, however, in the interval had been surpassed beyond all expectations, the rate advancing steadily from 82 to 87 cents with only an occasional charter put through during the first part of the fortnight, then remained stationary for a couple of days, after which, however, owing to a renewed strong demand and the scarcity of tonnage available, the rate subsequently "jumped" rapidly to \$1/81.05/\$1.10/\$1.20 per picul for medium-sized boats, whilst a couple of Japanese vessels of 65,000/75,000 piculs carrying capacity "chipped in" and accepted 83/05 cents to \$1 per picul. A fair business was, after all, done, several "outsiders" also taking advantage of the unprecedented high rates ruling, but nevertheless, at the close there is still a good demand for tonnage for early next month loading.

There was also a good enquiry for vessels on Timecharter, and although enormously high rates have been offered for periods up to 2 years by charterers, no actual charters could be put through with the exception of the Norwegian str. *Prometheus*, 1,024 tons Nett Reg. rechartered at \$27,000 per month and Norwegian str. *Kanor*, 949 tons Nett Reg. at \$27,500 per month, both for balance term of charter.

Saigon-Philippines.—Chartering business in the interval has been confined to Philippine owned boats.

Bangkok.—Owing to Millers being busy in filling contracts for home, not much Paddy was available for this market, and the rate for this up to last week was nothing better than 80 cents per picul, which compared very unfavourably with the rates from Saigon to this. Latterly, a more lively tone has prevailed resulting in a substantial advance in the rate to \$1.10 per picul, at which figure tonnage is now wanted.

Newchwang-Canton.—The port of Newchwang was expected to re-open by the middle of this month, and the first of the season's charters is reported drawn at 65 cents for a cargo of 25,000 piculs, option from Dally at 60 cents per picul, which was accepted by a Chinese owned boat, although "liners" were not procurable even at the rate of 75 cents per picul.

Homeward.—Another three vessels are reported going home shortly, the Norwegian str. *Promesse*, 713 tons Nett Reg.; Norwegian str. *Pronto*, 784 tons Nett Reg.; and Norwegian str. *Tungus*, 1,039 tons Nett Reg., where very much better employment can be obtained than on this Coast. This brings the total up to 9, and it is most likely that several others will follow suit.

Coal.—Freights from Japan have undergone a great change. Since a couple of months there have been scarce any "outsiders" offering and, as a result, local stocks have run out, and all concerned are put to much inconvenience. Importers have the greatest difficulties in fulfilling running contracts, and, not being able to listen to any proposals whatsoever from "outsiders," the price locally has soared enormously and is quoted at anything between \$20 to \$25 per ton f.o.b. Tonnage is, in consequence, most urgently wanted, and, indeed, a very high figure could be obtained for any size boat, prompt or forward loading.

Fixtures reported.—Hongkong-Swintow \$8 per ton.

Messrs. Snowman & Co.'s latest advices received from London dated 4th February, 1916, are as follows:—

We have at last to advise some easiness in the general freight markets, principally owing to the efforts of our Government, who, realising the seriousness of the position, is now directly or indirectly controlling to some extent the available tonnage. What the final result of their efforts will be it is difficult to foretell, but we do not anticipate a very decided fall, as the supply of tonnage is still decreasing and a large amount of the season's crops have still to be moved. Outward coal rates show a big decline, but American and China homewards remain steady, whilst Eastern markets reached the record rates of 220/- from the rice markets.

Far East.—These markets, after being exceedingly firm, are now a little easier owing to the Saigon rice Charterers having secured tonnage for their immediate wants, for which, however, they had to pay up to 220/- for a considerable quantity of cargo has still to be moved, and, although rates might drop a little, we do not expect any decided alteration for some time. Philippine Charterers are offering 240/- on the d.w., while Kolsichang and Burnah are open to take a large amount of tonnage at a little below what Saigon Charterers have been paying.

India.—After 145/- was paid from Bombay, owing to the release by our Government of several vessels in the Mediterranean, these Charterers were able to get on at 140/-, and at the present moment this market may be considered a little easier.

Australia.—The Government brokers still obtain tonnage at recent rates, viz., 98/- for steamers discharging in Australia or, if proceeding there in ballast 110/- for sailing vessels are also being fixed at recent rates, viz., 75/- Home or to South Africa at 65/- Regarding coal and other commodities, there is also lately nothing doing owing to the fact that the Government require a large tonnage to lift grain.

North Pacific.—This is still a dead market owing to the scarcity of tonnage, and the market rate may be considered 150/- to 165/- nominal.

Time Charter.—There seems to be little less pressure on the market for steamers for this description of chartering, and the latest fixtures include three boats, one at 28/- for 12 months delivery, and redelivery U.K. April, another at 23/- for 3 round trips with delivery, and redelivery on this side, while a third steamer has obtained the record rate of 60/- with delivery Baltimore redelivery French Atlantic for one trip February delivery.

SHIPPING NOTES.

LIGHTERS AND CARGO BOATS.

The Gazette contains an announcement regarding the maximum scale of hire for lighters and cargo boats.

A DERELICT JUNK.

A derelict junk, bottom up, has been reported in latitude 20deg. 9' 30" N. longitude 110deg. 38' E. in the south channel of the Hainan Straits. This junk, when last seen at 4.30 p.m. on the 13th inst., was drifting in a westerly direction, and constituted a menace to vessels using this channel.

GUN PRACTICE WARNINGS.

It is notified by the Military Authorities that gun-practice will be carried out as follows:—On Sunday and Thursday, 19th and 20th March, and on Friday, 7th April:—From Stonecutters, in a south-westerly direction, between the hours of 10 a.m. and 1 p.m. On Wednesday, 22nd March:—From Pakshawan Battery, in an easterly direction, between the hours of 10 a.m. and 1 p.m. On Sunday, the 26th March:—From Belchers, in a westerly direction, between the hours of 10 a.m. and 1 p.m. On Monday, 27th March:—From Pakshawan, in a north-easterly direction, between the hours of 10 a.m. and 1 p.m. On Tuesday, 28th March and 11th April:—From Mount Davis, in a south-westerly direction, between the hours of 10 a.m. and 1 p.m. On Wednesday, 29th March:—From Devil's Peak, in a south-easterly direction, between the hours of 10 a.m. and 1 p.m. All junks, ships and other vessels are to keep clear of the ranges.

NEW SHIPPING REGULATIONS.

The Gazette contains the following notifications to surveyors and ship masters:—On and after March 1st, 1916, every British ship of 500 tons gross or upwards going to sea from a port in the United Kingdom will be required, by Regulation 37A of the Defence of the Realm Regulations, to be provided with suitable hand flags for signalling by the semaphore code and with an efficient Morse flashing lamp. It is desirable that the means of signalling at night should not be solely dependent upon power derived from a dynamo, which might, accidently fail at a critical moment. It is therefore recommended that where an electric lamp is used for the purpose, a separate oil signalling lamp should also be carried. In the case of a ship which is fitted with a fixed semaphore the provision of hand flags will not be required.

HONGKONG VOLUNTEERS.

CORPS ORDERS BY LT.-COL. A. CHAPMAN, V.D.

PARADES.

1.—Parades for 10-day.
7 a.m. and 5.30 p.m.—Members of Signalling Section and other Signallers, as detailed in Signalling Section Order dated December 8th, 1915.
—Morse flag and Morse lamp practice at Headquarters.
5.30 p.m.—No. 2 Section Scouts Co. (all members)—Machine Gun instruction at Headquarters.
Reminder, and.

2.—On duty to-night—Scouts Company. Orderly Officer—Lieut. C. Smith.
G. E. STEWART, Capt.,
Adjutant, H.K.V.C.

HONGKONG POLICE RESERVE.

MOUNTED PATROLS.

Will report to Inspector Gaird at Central Station at 5.30 p.m. to-day.

TRAFFIC PATROLMEN.

Inspector Garrod wishes to lecture and train 24 good men for vehicle and traffic regulation. The men must speak Chinese. They will do ordinary patrol duty on Sections 4 and 5. Inspectors Alves and Wei will each submit the names of 12 men to this office.

ROUTE MARCH.

All ranks will parade at Volunteer Headquarters at 5.30 p.m. punctually on Friday, March 24th, for Route March through Wanchai Police district, Union form with Helms.

All Patrolmen for that night will be relieved from patrol duty and will attend this parade.

VOLUNTEER PATROLS.

Trooper Relph has been transferred from Volunteer Artillery by courtesy of H.K.V.C.

Trooper Kew is appointed Equipment Officer to this detachment.

TRAMCARS.

Members are reminded that they may travel free on the Trams of the Hongkong Tramcar Co. when on going on or coming off duty. If asked for a fare, the Manager wishes that members should merely ask the conductor to make a note of their Collar numbers, and not pay.

RECRUITS, ETC.

P.-es. L. G. Ribeiro, Wilson, Tobias, Mahmood, S. Moosa, A. Hassan, Caldwell, Ray, R. A. Remedios, and P. E. Roch, will attend at Central on Tuesday and Thursday, March 21st and 23rd, also those of No. 4 Company.

Staff Inspectors Mackenzie and Clarke and Sergeant-Major Roylance will attend on Tuesday.

RANK OF CHIEF INSPECTOR.

It is notified that the four Chief Inspectors are of equal rank, with seniority from date of appointment.

F. O. JENKIN,
D.S.P. (R.)

The probability of a longer war than is generally anticipated was suggested in a speech at Chertsey recently by General Sir Edward Hutton. Lord Kitchener, he said, considered it would take three years to vanquish Germany, but he thought that was a large under-estimation, and so did most of his colleagues. General Kitchener was not just beginning to realize Germany's great power.

SAILORS FROM SOMEWHERE. ENTERTAINED BY LADIES OF HONGKONG.

Some sailors from some ships from "somewhere in the China Sea" were royally entertained by the ladies of Hongkong, with Mrs. N. J. Stubb of Hongkong, on Saturday. Censorial restrictions do not permit of the names of the ships of these jolly tars being mentioned, but we can go so far as to state that several hundred men were enabled to spend a very happy time, which was all the more thoroughly appreciated because the participants had for so long been patrolling "some sea somewhere in the universe," and that upon reaching land for the first time for many days they were received with open arms, so to speak, by a band of ladies who seemed to revel in the idea of being able to do something to relieve the monotony of a sailor's life in this anxious period of history. The programme arranged for the sailors consisted of sports on the Naval Yard Ground, and a tea at the City Hall. With that keen zest for sport of any kind which is characteristic of British fighting men, there was no lack of entries for the racing, and even the Cornegian boys saw absolutely no reason why they should not put their sprinting capabilities to the test against the most "hippy" of the ships' boys. Thus, there was heaps of full-hearted enjoyment, throughout, and the flushed and smiling faces of the sailor-men fully compensated for a leaden and sunless sky, with occasional light showers. The sports were in the charge of Commander Gibson, the results being as follows:—

440 yards, open.—1. Cox, 2. Powell, 3. Connolly.
100 yards, veterans.—1. Heath, 2. Cooper, 3. O'Connor.
Sack Race.—1. Overy, 2. Gooddall, 3. Adams.
100 yards, open.—1. Card, 2. Spillane, 3. Cox.
Three-legged race.—1. Gleave and Buckley, 2. Lee and Thompson, 3. Cox and Powell.
Potato race.—1. Jones, 2. Spillane.
Relay race.—1. Williams, 2. Stevens, and Buckley, dead heat.

There were several ship events, including a tug of war and a Balachava Melee, each of which was won by some very solid looking teams from ships "somewhere in the China Sea." There were some long and lusty pulls, and the melee was an exhibition of a well-trained sailor-man's push and go when real brute strength is necessary. After all the healthy exertion it was only natural that the tars should be very keen for tea, and it may be stated without fear of contradiction that from the word "go" the many ladies who dispensed the tea, chocolates and cigarettes had not an idle moment.

Just previous to the tea, and when all the sailors had found their seats, Lady May presented the prizes to those successful in the sports, and as each winner came up to receive his prize he was greeted with some lusty British cheering. It was an impressive scene, and one which has rarely been seen within the precincts of the City Hall; several hundred British tars cheering as lustily as only they know how.

At the conclusion of the distribution ceremony Mr. H. H. J. Gompertz (Puisne Judge), on behalf of the ladies of Hongkong, welcomed the sailors, who, he said, belonged to a Navy which had never known defeat. (Cheers.) Some of them had been brought into direct contact with the war, they had been patrolling the seas for many weary months, and thus they were heartily welcomed to that distant out-post of Empire. The tars were all very glad to see them, and hoped that their stay in Hongkong would be a very happy one.

A Captain from "some ship" replied on behalf of the men. They had all spent a very enjoyable afternoon, and since they had been on that station everything possible had been done to make their stay a happy one. It was very kind of the ladies of Hongkong to do what they had done, and their kindness was deeply appreciated by all. He then called for three cheers, which were given with stirring heartiness, and the men then settled down to enjoy the good things with which the many tables were laden. During the repast the band of the Special Police Reserve rendered selection.

Among those present were Lady May, Hon. Mr. Cloude Severn (Colonial Secretary), Commodore and Mrs. Anstruther, Mr. H. H. J. Gompertz, and the ladies who assisted Mrs. Stubb with the tea, viz., Mrs. Lander, Mrs. Landale, Mrs. Buckley, Mrs. Gompertz, Miss Dione May, Mrs. Cooper-Hunt, Mrs. Hough, Mrs. Gibson, Mrs. Myburgh, Mrs. Denyse, Mrs. Bowley, Mrs. Wakeman, Miss Gordon, Mrs. Pearce, the Misses Rogers, Mrs. Harry Humphreys, Mrs. Hooper, Mrs. Beavis, Mrs. Villiers Smythe, Miss Wilkinson, Miss Hastings, Miss Lambert, Mrs. Carmichael, Mrs. Franklin, Mrs. Stephens, Mrs. Davidson, Mrs. Gill, Mrs. Arthur, Mrs. Marriott, Mrs. Clarke, Mrs. Pemberton, Mrs. Harker, etc.

THE 'ARDY BRITISH SAILOR.

[Contributed.]

(WITH APOLOGIES TO MR. BARNHAM.)

I went into the City Hall, I clambered up the stairs.
I met a 'ardy sailor man, I said: What do you here?
The frown upon your open brow speaks anything but bliss,
I venture to enquire of you: How did you come to this?

He hitched his baggy trousers up, just like a sailor true,
And spat upon the polished floor (they almost always do),
And this is what he said to me, this simple sailor lad—
I can't put down the actual words, 'cause some of 'em were bad.

"The British sailor never shirks the job he's asked to do,
Be it helping pals or kissing gals or seeing troubles through,
So when the order comes to us to take on drinking tea,
Why we ups and does our duty, and doesn't care a D."

"Some folks would say—why should a day that oughter end in fun
Be spent in eating fiddle-fals and silly sally-lun?
But the British sailor slaps his chest, and says, says he, 'I guess
We are giving joy to others in mopping up this mess."

And the 'ardy British sailor will always find his pride
In helping other people, though in things he can't abide.
But it ain't in 'uman nature to disguise his feelings dry,
When the ladies ain't a looking, and no one's standing by."

HONGKONG C.C. TENNIS TOURNAMENT.

Further games were played in the above tournament on Saturday. The results are as follows:—

OPEN CHAMPIONSHIP SINGLES.
V. A. Yvanovich beat Captain Milner-Jones, 2-6, 6-3, 6-4, 2-6, 6-4.

HANDICAP SINGLES "A."
E. Abraham (rec. 4-8) beat W. G. C. Worcester (rec. 15-2), 6-4, 4-6, 6-1.

HANDICAP SINGLES "B."
F. Bevington (rec. 15-2) beat F. Van der Wal (rec. 3-0), 6-4, 6-2.

HANDICAP DOUBLES.
H. C. Sandford and L. N. Murphy (rec. 15-3) beat P. S. Cassidy and A. Morse (rec. 15-3), 8-6, 6-1.
S. H. Dodwell and H. A. Nibbet (own 15-4) beat O. H. Ritter and H. B. L. Dowbiggin (rec. 15), 9-7, 6-7, 6-1.

HONGKONG CADET CO.

INSPECTION AND SPORTS.

The first annual sports and inspection of the Hongkong Volunteer Corps Cadet Co. took place on the recreation ground of the Victoria British School, Causeway Bay, on Saturday. There were 58 rank and file on parade, under the command of Lieut. Cretcher Smith.

The Cadets were first inspected by Lt.-Colonel Chapman, V.D., and subsequently went through an inter-section squad drill competition. Captain Stewart (Adjutant, H.K.V.C.) was the judge, and his verdict went in favour of the No. 2 Section, between which and the No. 1 Section there was close competition. Three sections completed. Corpl. McCloud being in charge of the winning section.

A programme of flat races was then gone through, with the following results:—

75 Yards—Senior, Cadet Taylor; Middle, Cadet H. Joseph; Junior, Cadet S. Moore.
220 Yards—Senior, Cadet Taylor; Middle, Cadet Jennings; Junior, Cadet S. Moore.

440 Yards—Senior, Cadet Taylor; Middle, Cadet Bentley; Junior, Cadet Taylor; Middle, Cadet Bentley; Junior, Cadet S. Moore.

Half-mile—Lance-Corpl. Logan.
Team race—No. 3 Section.
Greatest number of points (winners of Shields)—No. 3 Section.

The following won trophies for competition during the past year:—
Cup for shooting—Lance-Corpl. F. Trueman.

Cup for swimming—Lance-Corpl. Logan.

The prizes were presented by Mrs. Chapman. Among the spectators at the sports and inspection were the Hon. Mr. Cloude Severn and Mr. and Mrs. E. Ralphs.

TRADING WITH THE ENEMY.

WARNING TO IMPORTERS.

The Government, says a *Gazette* notice, desires to warn importers that goods which originated in an enemy country, even though they may have left enemy territory and become neutral property before the war, are liable to seizure under the Trading with the Enemy Second Amendment Ordinance, 1915, if imported without permission of the Government.

Such permission is, as a rule, granted only upon production of incontrovertible evidence that the identical goods which it is desired to import left enemy territory before the war. The evidence should be produced, and the authority of the Government obtained, before any steps are taken to have the goods shipped to this Colony.

ASSOCIATION FOOTBALL. HONGKONG LEAGUE, DIVISION I.

HONGKONG AND R.E. DRAW.

An exceedingly interesting and well-contested game between the Club and the R.E. on the Club Ground at Happy Valley on Saturday resulted in a draw of one goal each. In a game of fluctuating fortunes, the Club put up a surprisingly efficient opposition to the Engineers—who were at full strength—in view of the fact that they were without Black, Chasels, and Walker, who have not fully recovered from recent injuries. Their performance augurs well for the success of the Club in the Shield final between the same teams next Saturday.

The exchanges opened in a startling manner. The Club took the ball straight goalward from the kick-off, and as the result of a fine bout of passing between Robinson, Stalker, and McTavish, the ball was taken through the first and second lines. Stalker eventually fastened on to a few yards out, and slammed just over the bar with Rogers helpless. It was obvious that the Club were in determined mood, and the opposing defence were much embarrassed by the forwards' thrustful, dashing play. Robinson in particular was ever and anon bursting through with rare speed, but Coxon generally managed to thwart his final efforts. Stalker, who was displaying much skill in the centre, and was working much harder than usual, screwed in a difficult shot that severely tested Rogers, but the R.E. eventually broke the back of the Club's offensive, and, swinging the ball about well, gave McCubbin and his partner, Dickie, plenty of work. Goldenberg stopped a hot ground shot from Horlop, but this effort excepted, he had nothing very serious to deal with. The ball travelled from end to end and wing to wing very rapidly, and the half-backs experienced a gruelling period. Stewart getting through some heavy work effectively.

The interval arrived with the defence unbroken, and it was some considerable time past the commencement of the second period before a goal was scored. Scott hooking a corner-kick from Pearce into the corner of the goal. Hereabouts the Engineers were showing greater ability than their opponents, and there was a dangerous tendency by the Club halves to neglect the opposing wingers, with the result that both Pearce and Townsend were repeatedly enabled to cross to the inside forwards in the Club penalty area. McCubbin and Dickie defended excellently, however, and Goldenberg was seldom called upon. Towards the close the civilians' front rank exerted considerable pressure on the Sappers' defence, and ultimately, following a well-placed corner from Rodgers, the Club were awarded a penalty. Stalker took the responsibility of the kick, and placed the ball well out of Rogers' reach. This equaliser, though somewhat lucky, was undoubtedly deserved, and stimulated the Club to further efforts. Time was called soon afterwards, however, with the scores equal.

R.G.A. DEFEAT THE NAVY.

By a margin of two goals to one the R.G.A. secured the brace of points at issue in their match with the Navy, after a furiously-fought game. These points are extremely useful to the gunners, bringing them up to even terms on percentage with the Shropshires. The championship of the League will, in all probability, depend upon the result of the game between the Shropshires and the R.G.A., which the former should just win.

HONGKONG LEAGUE, DIVISION II.

The 88th Company, by defeating Kowloon Dock Juniors on Saturday by four goals to love, carried off the championship of the second Division. They have preserved an unbeaten record so far and have only one more game to play. Their defence has a remarkable record, having been pierced on two occasions only in eleven matches.

The replay match between St. Joseph's College and Lun Liang was an excellent one, the Chinese deservedly winning by two goals to love. Though snafus and lighter, they outplayed their opponents in the finer points of the game, combining beautifully. The other team depended too much on individual effort, which was always balked when most dangerous.

The 83rd Company were down to play the Islanders, but the Indians failed to put in an appearance. This is by no means the first occasion they have transgressed in this way, and they showed little consideration for their opponents when they brought them from Stonecutters and then robbed them of a game. There should have been little difficulty in informing their opponents of their inability to play.

THE TORPEDOED "YASAKA MARU."

MEDAL OF MERIT FOR THE CAPTAIN.

The Japan Seamen's Relief Association, of which Admiral Prince Higashi Fushimi is the honorary president, will confer the Medal of Merit on Captain Yamawaki, of the N.Y.K. liner *Yasaka Maru*, which was sunk by a German submarine in the Mediterranean Sea in December last.

Captain Yamawaki is the second to be awarded the medal by the association. The first one was Captain Davis who was a son in the employment of the Nippon Yusen Kaisha.

THE MYSTERIOUS MR. YE. WHO HE WAS AND WHAT HE DID.

[CONTRIBUTED.]

Referring to the article "A Museum at the Supreme Court," which appeared in the *Hongkong Daily Press* of November 11th last, the following translation from the March number of the Portuguese review, *Religiao e Patria*, will throw some light on the mysterious Mr. Ye.

Who is this Mr. Ye, and why was he arrested by British soldiers? In the first volume of the "Archivo Pitoresco," a weekly journal from Lisbon of the year 1857, we find the following description, which is herewith transcribed for the information of our readers:—
The portrait of Ye, herein reproduced, a faithful copy issued at Canton at the beginning of this year (1857), is a true likeness without the slightest alteration with regard to the correct Chinese type of the individual. Glancing at his cranium, unique *en generis*, one will immediately see the great deficiency of equilibrium which is presented between the different organs. Brutal instincts and feelings of egoism predominate. The beautiful faculties of intelligence and of reason are but rudimentary. Above all, must be noted the absolute absence of benevolence, agreeing with his well-known character, unfortunately so renowned as having been a scourge of mankind.

The unheard-of executions, which this infamous magistrate ordered in cold blood during the four years he held the office of Imperial Commissioner are horrible and revolting. By his own confession, not less than 70,000 persons were decapitated by his orders, excluding the unhappy ones, more or less in equal number, who succumbed by tortures and privations while in prison.

In 1847, he held a high administrative post, being appointed Lieutenant-governor of Canton, in succession to Houang-Ngan-Toung, the able and kind diplomat, who, under Ki-In's orders, negotiated all the treaties concluded with the foreign Powers. The office of Viceroy was assumed by Sin, a well-known personage, during the Chinese insurrection in Kouang-si. Copying his example, Ye learnt to impose his authority unbridled, until the Emperor, in alarm, awakened his representatives in the rebellious provinces. However, only a few years later he was again in a position to exercise that authority, being appointed Imperial Commissioner through the death of Sin. He was entrusted with the task of extinguishing the insurrection in the Southern Provinces. His zeal was indefatigable. In all the districts suspected of connivance with the rebels, he ordered the whole population to be massacred. People of all ages and both sexes were arrested *en masse* and sent to the provincial capital, where they suffered cruel deaths for the alleged crime of *lese majeste*.

The Emperor, judging the merits of Ye by the number of his victims, concerned it to be his duty to confer upon him an extraordinary reward and created him a Baron.

Ye, named Ming-Chin, or brilliant Jasper, was of a pure Chinese extraction. He was born in the province of Hoanai, of poor parents, of whom he was the only supporter. His personal habits were modest, but he was very ambitious of high appointments and honours. His greatest disappointment was when the European penitentiaries abstained from visiting him, before the Bogue! It seems, however, that two days previous to the departure of the *Infatigable*, which took him to Calcutta, Lord Elgin had had a long conversation with him on board, and this pleased him very much, though it was the very start he felt very reluctant to proceed to India.

So much for the description in the "Archivo Pitoresco." In Dr. Eitel's "History of Hongkong," we see on pages 316 and 317 that Ye was imprisoned on the 5th of January, 1857, on account of the conflict which prevailed between the Chinese Government and the British and French troops. He was taken on board the *Infatigable* to India, where he died two years later.

ENEMY VESSELS IN PORTUGUESE PORTS.

The following is a list of enemy vessels interned in Portuguese ports. Vessels not otherwise mentioned are the tonnage.

The figures are the tonnage.
LIEBON: 1751, *Casablanca*, 1650, *Cherak*, 3245, *Electra*, 1261, *Energie*, 2703, *Enos*, 1911, *Euripus*, 2703, *Galata*, 4044, *Enos*, 1758, *Juffa*, 2047, *Lahnack*, 1775, *Mangan*, 1744, *Milos*, 2823, *Minnu Scheldt*, 2460, *Moagard*, 1571, *Naxos*, 2309, *Nawa*, 992, *Phoenicia*, 3500, *Piedra*, 765, *Pluto*, 1495, *Rhodes*, 6975, *Rolandseck*, 1663, *Rufeland*, 2168, *Sophie Rickmers*, 6348, *Seehensch* (Austrian), 1833, *Tuygetos*, 2390, *Uckermark*, 4312, *Westerland*, 3301, *Wartemburg*, 7678.
CALDERA: Barthold Vinnen (barque) 2460, *Omaha*, 2150.
ST. VINCENT: *Beta*, 2179, *Dora Horn*, 2679, *Santa Barbara*, 3703, *Theodor Witte*, 3667, *Togo*, 3134, *Verburg*, 5035.
MARMAGAO: *Briane*, 5638, *Lichtenfels*, 5095, *Marguerite*, 5553, *Namantia*, 4503, *Forstner* (Austrian), 5900.
FUSCATA: *Colmar*, 6134, *Hochfeld*, 3389, *Belgravia*, 4792.
LOANDA: *Arklade*, 5898, *Inghere*, 2093, *Immerlin*, 3077.
FAYAL: *Maz* (barque) 1360, *Malakita*, 5073, *Aradina*, 3601, *Schaumburg*, 3472.
OPORTO: *Nacheen* (barque) 1343.
MCZAMBIQUE: *Zieten*, 8021.

COAL OUTPUT OF CHINA.

According to the recent investigation made by the Chinese Ministry of Agriculture and Commerce the net annual output of coal throughout the provinces is as follows:—

Manchuria, 1,200,000 tons, Chihli, 5,100,432 tons, Shanai, 2,500,000 tons, Shensi, 50,000 tons, Kiangsu, 50,000 tons, Shantung, 930,000 tons, Honan, 900,200 tons, Szechuan, 300,000 tons, Kiangsi, 400,000 tons, Hunan, 5,000,000 tons, and the other Provinces, 10,230,000 tons, making a total output of 24,020,632 tons of coal annually.

INTIMATIONS

LANE, CRAWFORD & Co.

OUR SPORTS DEPARTMENT HAS JUST RECEIVED CONSIGNMENTS OF THE FOLLOWING GOODS:

SHILLCOCK'S FOOTBALLS

"MCBEGOR," "JOHN BULL," "CLINKER,"
TENNIS RACKETS

"LAMBERT CHAMBERS," "DOHERTY,"
"TOURNAMENTS," "VANTAGE."

TENNIS BALLS

SLAZENGERS', AYRES' AND SPALDING'S
ALL PACKED ONE DOZEN IN TIN BOX.

STRONG ASH TENNIS POSTS.
STEAM TARRED TENNIS NETS.
COURT MARKERS, CENTRE GUIDES, TENNIS BALL CLEANERS, RACKET COVERS, ETC.

LANE, CRAWFORD & Co.

HONGKONG, CANTON, MACAO & WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND CHINA NAVIGATION CO., LTD.

HONGKONG-CANTON LINE.			
Single Fare by Night Steamer	...	...	\$5.00
Return " " (available also for return by day steamer)	...	...	10.00
Single Fare by Day Steamer	...	...	4.00
Return " " " " " "	...	...	8.00

HONGKONG TO CANTON. CANTON TO HONGKONG.

MONDAY, 20th MARCH, 1916.			
6 a.m. KINSHAN.	10 p.m. HONAM.	6 a.m. HONAM.	6 p.m. HEUNGSHAN.
TUESDAY, 21st MARCH, 1916.			
8 a.m. HEUNGSHAN.	10 p.m. KINSHAN.	8 a.m. KINSHAN.	6 p.m. HONAM.

HONGKONG-MACAO LINE.

S.S. SUI TAI, Tons 1,651. S.S. TAISEAN, Tons 2,004.
HONGKONG TO MACAO.
Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf, Sundays at 9 a.m. and 1 p.m. from the Company's Wing Lok Street Wharf.
MACAO TO HONGKONG
Week days at 7.30 a.m. and 2 p.m. Sundays at 7.30 a.m. and 2 p.m.

EXCURSION TO MACAO.

SUNDAY, 26th MARCH, 1916.
The Company's New Steamship "TAISHAN"
Will depart from the Company's Wing Lok Street Wharf at 8 a.m., and return from Macao at 3 p.m.
N.B.—This Company will also run a Steamer from Macao on Sunday at 7.30 a.m., and from Hongkong at 1 p.m., from the Company's Wing Lok Street Wharf.

FARES AS USUAL.

MACAO-CANTON LINE.

S.S. SUI AN.
Departures from Macao to Canton on Monday, Wednesday and Friday, at 8.30 p.m. Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 p.m.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION CO., LTD., AND THE INDO-CHINA STEAM NAVIGATION CO., LTD.

CANTON-WUCHOW LINE.

S.S. SAIAM, 588 tons, and S.S. NANNING, 549 tons.
One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 5 a.m., and the other leaves Wuchow for Canton on the same days at 8.30 a.m. round trips take about 5 days. Passengers can return to Hongkong or vice versa by the Company's direct Steamers LINIAN and SANUI. These vessels have superior cabins accommodation and are lighted throughout by electricity. Electric Fan in each Cabin. Booking Office open daily (Sundays excepted) 9 a.m. to 5 p.m. Further particulars may be obtained at the Office of the—
HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,
Hotel Mansions (First Floor), opposite the Blake Pier.

HONGKONG CLUB.

NOTICE.

THE TWENTY-NINTH HALF-YEARLY DRAWING OF THE HONGKONG CLUB (1896 issue) of 43 DEBENTURES Payable on FRIDAY, the 31st March, 1916, will be held in the Club House at 11 o'clock a.m. on FRIDAY, the 24th March, 1916. Bearers of Debentures are invited to attend the Drawing.
By Order, E. DES VŒUX, Secretary.
Hongkong, 10th March, 1916.

HONGKONG CLUB.

NOTICE.

THE THIRTIETH YEARLY GENERAL MEETING of the Members of the HONGKONG CLUB will be held in the Club House on MONDAY, the 27th March, 1916, at 6.30 p.m.
By Order, E. DES VŒUX, Secretary.
Hongkong, 10th March, 1916.

NEW ADVERTISEMENTS

THE EASTERN EXTENSION AUSTRALASIA AND CHINA TELEGRAPH CO., LTD.

SENDERS of TELEGRAMS are hereby notified that from the 1st APRIL, 1916, until further Notice, the Currency Charges for Telegrams will be collected at the Rate of \$0.43 to equal Franc 1.00.

J. M. BECK, Superintendent.
Hongkong, 20th March, 1916. [428]

THE GREAT NORTHERN TELEGRAPH COMPANY, LTD.

HONGKONG STATION.

CURRENCY CHARGES ON TELEGRAMS.

SENDERS of TELEGRAMS are hereby notified that from the 1st APRIL, 1916, until further Notice, the Currency Charges for Telegrams will be collected at the Rate of \$0.43 to equal Franc 1.00.

A. B. SÖRENSEN, Acting Superintendent.
Hongkong, 20th March, 1916. [429]

HONGKONG GENERAL CHAMBER OF COMMERCE.

THE ANNUAL MEETING of the Members of the HONGKONG GENERAL CHAMBER OF COMMERCE will be held on TUESDAY, the 28th March, 1916, at 4 o'clock P.M. precisely, in the CHAMBER OF COMMERCE ROOM, NEW GOVERNMENT BUILDING, for the following purposes:—

1. To receive the Report and Accounts of the Committee for the year ended 31st December, 1915.
2. To elect a New Committee.
3. To transact any General business.

By Order,
E. A. M. WILLIAMS, Secretary.
Hongkong, 18th March, 1916. [430]

GULA-KALUMPONG RUBBER ESTATES, LTD.

NOTICE

NOTICE IS HEREBY GIVEN that the ANNUAL MEETING of SHAREHOLDERS will take place on 4th April, 1916, the BOOKS of the Company will in consequence be CLOSED from 24th March to 4th April, both days inclusive.

By Order,
LOWE, BINGHAM & MATTHEWS, Colonial Register.
Hongkong, 20th March, 1916. [431]

REMINGTON TYPEWRITERS.

WE are informed that the British Home Government Authorities recently prohibited the purchase by local British Government Offices of REMINGTON TYPEWRITERS. We are without any information as to the reason for this, but we are now glad to inform the public that the prohibition has been cancelled.

MUSTARD & COMPANY,
Hongkong, China and Messico Agents:
Remington Typewriter Co.,
Hotel Buildings.
Hongkong, 20th March, 1916. [432]

KOWLOON-CANTON RAILWAY.
(BRITISH SECTION).

ALTERATIONS TO TIME-TABLE.

THE PUBLIC IS HEREBY NOTIFIED that on and from MONDAY, March 20th, the following Trains are Cancelled:—
Train leaving Kowloon at 7.30 P.M. and arriving at SHUM CHUN at 8.16 P.M. daily.
Train leaving SHUM CHUN at 9.06 P.M. and arriving at Kowloon at 9.52 P.M. daily.
Train leaving Kowloon at 8.45 A.M. and arriving at SHUM CHUN at 9.33 A.M. (SUNDAYS only).

On SATURDAYS only the Train timed to leave Kowloon at 1.45 P.M. will leave at 1.25 P.M., stopping at all Stations to SHUM CHUN.

By Order,
H. P. WINSLOW, Manager.
Kowloon, 17th March, 1916. [436]



ON HIS MAJESTY'S SERVICE.

TENDERS are invited for the Supply of PAINTERS and SCRAPERS for painting, coating and scraping H. M. Ships, &c., laying on and painting cork dust on H. M. Ships, &c., and coating Torpedo Boats and Lighters, &c., to H. M. Naval Yard.

Form of Tender can be obtained at the Chief Constructor's Office, H. M. Naval Yard, Hongkong, and should be filled in and returned as indicated in Tender Form not later than Noon MONDAY, 27th March, 1916.

C. D. J. BELL, Chief Constructor.
Hongkong, 19th March, 1916. [425]



NOTICE

IT IS HEREBY NOTIFIED that SEALED TENDERS in Duplicate, which should be clearly marked "TENDER FOR LEASE OF OLD LAND OFFICE BUILDING," will be received at the Colonial Secretary's Office until Noon MONDAY, the 2nd April, 1916, for the LEASE of the Two-Storey Building formerly occupied by the Land Office, adjoining the Old Supreme Court, from 1st May, 1916, to 31st December, 1918, subject to certain conditions which can be ascertained at the Office of the Director of Public Works.

Each Tender must be accompanied by a receipt to the effect that the Tenderer has deposited to the Colonial Treasury a sum of Five Hundred Dollars (\$500) as a pledge of the bona fides of his offer, which sum shall be forfeited to the Crown if the Tenderer refuses to carry out his Tender and comply with the above-mentioned conditions, should the Tender be accepted.

Form of Tender and further particulars can be obtained from the Office of the Director of Public Works.

The Government does not bind itself to accept the highest or any Tender.

W. CHAIHAM, Director of Public Works.
Public Works Office,
Hongkong, 16th March, 1916. [430]

PUBLIC COMPANIES

THE HONGKONG ROPE MANUFACTURING CO., LTD.

THE 32ND ORDINARY ANNUAL MEETING of SHAREHOLDERS in the above Company will be held at the Company's Office, St. George's Building, Charter Road, Victoria, on SATURDAY, the 25th March, 1916, at 11.30 o'clock in the forenoon, for the purpose of receiving a Statement of Accounts and the Report of the General Managers for the year ending 31st December, 1915, and electing a Consulting Committee and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from MONDAY, the 20th March, to SATURDAY, the 25th March, 1916, both days inclusive.

SHEWAN, TOMES & Co., General Managers.
Hongkong, 15th March, 1916. [408]

HONGKONG ICE COMPANY, LTD.

THE THIRTY-FIFTH ORDINARY ANNUAL MEETING of SHAREHOLDERS will be held at the Office of the General Managers at 11.30 A.M. on TUESDAY, the 28th instant, to receive a Statement of the Company's Accounts to 31st December, 1915, and the Report of the General Managers.

The TRANSFER BOOKS of the Company will be CLOSED from the 14th to the 28th instant, both days inclusive.

JARDINE, MATHESON & Co., Ltd., General Managers.
Hongkong, 28th March, 1916. [303]

HONGKONG FIRE INSURANCE COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE FORTY-SEVENTH ORDINARY MEETING of SHAREHOLDERS will be held at the Office of the Undersigned at Noon on TUESDAY, the 28th instant.

The TRANSFER BOOKS of the Company will be CLOSED from the 14th to the 28th instant, both days inclusive.

JARDINE, MATHESON & Co., Ltd., General Managers.
Hongkong Fire Insurance Co., Ltd.
Hongkong, 2nd March, 1916. [376]

CHINA SUGAR REFINING CO., LIMITED.

NOTICE

THE THIRTY-EIGHTH ORDINARY ANNUAL MEETING of the SHAREHOLDERS of the above Company will be held at the Office of the General Agents, Pedder's Street, on WEDNESDAY, the 29th March, at 11.30 A.M., for the purpose of receiving the Report and Statement of Accounts for the year ending 31st December, 1915.

The TRANSFER BOOKS of the Company will be CLOSED from the 14th to the 29th March, both days inclusive.

JARDINE, MATHESON & Co., Ltd., General Agents.
Hongkong, 2nd March, 1916. [308]

LUZON SUGAR REFINING CO., LTD.

NOTICE

THE THIRTY-FOURTH ORDINARY ANNUAL MEETING of the SHAREHOLDERS of the above Company will be held at the Office of the General Agents, Pedder's Street, Hongkong, on FRIDAY, the 31st March, 1916, at 11.30 A.M., for the purpose of receiving the Report and Statement of Accounts for the year ending 31st December, 1915.

The TRANSFER BOOKS of the Company will be CLOSED from the 18th to 31st March, 1916, both days inclusive.

JARDINE, MATHESON & Co., Ltd., General Agents.
Hongkong, 12th March, 1916. [413]

HONGKONG TRAMWAY CO., LTD.

NOTICE IS HEREBY GIVEN that the COLONIAL (Hongkong) REGISTER of the Company will be closed from TUESDAY, 21st March, 1916, to WEDNESDAY, 19th April, 1916, both days INCLUSIVE.

By Order of the Board of Directors,
W. E. ROBERTS, Secretary.
Hongkong, 13th March, 1916. [407]

THE HONGKONG ROPE MANUFACTURING CO., LTD.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the HONGKONG ROPE MANUFACTURING COMPANY, LTD., will be held at St. George's Building, Charter Road, Victoria, in the Colony of Hongkong, on SATURDAY, the 25th day of March, 1916, at 11.45 o'clock in the forenoon, when the Subjoined Extraordinary Resolution will be proposed:—

That the Articles of Association of the Company be altered in manner following:—

- (a) That after the word "Company" in the 16th line of Article 110 the following words shall be added:—
"The General Managers may also with the consent of the Consulting Committee, pay such bonus or bonuses as the General Managers shall think fit."

- (b) That the words "Bonus or Bonuses" shall be inserted immediately after the word "Dividend" in the 18th line of Article 110.

- (c) That the words "and bonuses" shall be inserted immediately after the word "Dividend" in the first line of Article 115.

Should the above Resolution be passed by the requisite majority, it will be submitted for confirmation as a Special Resolution to a further Extraordinary General Meeting which will be subsequently convened.

Dated this 11th day of March, 1916.
SHEWAN, TOMES & Co., General Managers. [409]

TO LET.

A splendid set of OFFICE ROOMS on the First Floor of No. 10, Des Voeux Road Central (above the Robinsons Finance Co.), comprising Three Large and Two Small Rooms with Outhouses and Servants' Quarters. The Premises are being thoroughly repaired and renovated. Centrally located in the vicinity of the Banks and Shipping Offices. Best modern.

Apply to—
NOW FUNG & Co.,
10, Des Voeux Road Central.
Hongkong, 18th February, 1916. [383]

HOUSES TO LET

TO LET.

NO. 4, DES VOEUX ROAD CENTRAL, First Floor.
No. 5, ROBINSON ROAD, "STONE HEDGE," DWELLING HOUSES containing Five Rooms and Outhouses.

Apply to—
DAVID SASSOON & Co., Ltd.
Hongkong, 15th March, 1916. [415]

TO LET.

NO. 1, TOGO TERRACE, Kennedy Road.
Apply—
LI FUK TSAU,
Care of Messrs. WILKINSON & GRIER,
9, Queen's Road Central.
Hongkong, 1st March, 1916. [355]

TO LET.

NEWLY-BUILT FLATS, in SAIFEE TERRACE, Nathan Road, also, SIMILAR FLATS in Jordan Road, Kowloon.
Rents very moderate.
Electric Light and Gas installed.

Apply to—
KAYAMALLY & Co.,
5, D'Almeida Street.
Hongkong, 1st March, 1916. [386]

TO LET—AT THE PEAK.

FURNISHED, No. 3, Mountain View.
Apply—
H. E. POLLOCK,
Princes' Buildings.
Hongkong, 25th February, 1916. [333]

TO LET.

OFFICES, 5, Duddell Street, now in occupation of Messrs. Haddock & Co.
Apply—
THE HONGKONG LAND INVESTMENT & AGENCY CO., Ltd.
Hongkong, 17th February, 1916. [385]

TO LET.

A HOUSE in Knatsford Terrace, Kowloon.
Apply—
THE HONGKONG LAND INVESTMENT & AGENCY CO., Ltd.
Hongkong, 24th October, 1915. [37]

TO LET.

NO. 11, GAGE STREET, immediate possession.
Apply to—
J. VINCENT BRAGA,
Toyo Kisen Kaisha.
Hongkong, 18th November, 1915. [100]

TO LET.

RAVENSHILL EAST, Park Road, containing 6 Rooms, 3 Bath Rooms, Servants' Quarters, &c. Vacant 1st November.
Apply—
DEACON, LOCKER, DEACON & HARBTON.
Hongkong, 19th October, 1915. [90]

TO LET.

TWO ROOMED-FLATS in Nathan Road, Kowloon.
THREE ROOMED FLATS in Humphry's Buildings, Kowloon.

FOUR ROOMED FLATS in May Road, with every modern convenience, including English Baths and Kitchen Ranges, Hot Water and Water Carriage System. A few flats specially designed to accommodate three bachelors at reasonable rentals. Immediate possession.

FOUR ROOMED HOUSES in Gordon Terrace and Salisbury Avenue, Kowloon.

Apply to—
HUMPHREYS ESTATE & FINANCIAL CO., Ltd.
Alexandra Buildings
Hongkong, 28th December, 1915. [277]

TO LET.

OFFICES at 2, Colnaght Road.
OFFICES in King's Buildings.
OFFICES in Des Voeux Road Central.

HOUSES in CLIFTON GARDENS, Central Road.

NEW HOUSES in Broadwood Terrace, HOUSES at the Peak.

NO. 1, MORETON TERRACE, Causeway Bay.

GODOWNS, at Wanchoi.
Nos. 1, 2 and 3, WEST END TERRACE, CANTON.

Apply—
THE HONGKONG LAND INVESTMENT & AGENCY CO., Ltd.
Hongkong, 4th November, 1915. [32]

TO LET.

GODOWN, No. 5, Duddell Street.
Apply—
A. B. AVASIA,
Care of EL PASADITO,
No. 1, Duddell Street.
Hongkong, 2nd February, 1915. [63]

TO LET.

NO. 5, MOUNTAIN VIEW, PEAK.
No. 7, STEWART TERRACE, PEAK.
KELLET CHREST, PEAK.

No. 141, WANCHAI ROAD, Large and Spacious Godown.

"SHORCLIFFE," Garden Road, to let Furnished, 6 Rooms.

"GLENIFFER," 22 Hankow Road, Kowloon.

"BILLARDONIAN," No. 4, Des Voeux Villa, Kowloon.

No. 54, THE PEAK, Fully Furnished, including Piano, from 1st May to 30th November.

"WOODBURY," No. 4, Hankow Road, Kowloon, from 1st May, 1916.

No. 25, SHELLEY STREET.

No. 25, SEYMOUR ROAD, WOODLANDS VILLA WEST.

No. 58, PEEL STREET on Causeway Bay.

"GLENSHIEL," No. 141, Plantation Road, Peak, from 1st November, 1915.

"HARTING," Anita Road, Kowloon.

"ROSENEATH," 22 Hankow Rd., Kowloon.

No. 6, BELLILIOS TERRACE.

No. 25, BELLILIOS TERRACE, with entrance on Canton Road.

ONE GODOWN, No. 3, LAROUS STREET, Wanchai.

TWO GODOWNS, in Duddell Street.

No. 2, DES VOEUX VILLAS, 61, PEAK (Unfurnished).

No. 8, THE PEAK (CAMERON VILLAS). Apply to—
LINTHARD & DAVID,
2nd Floor, Alexandra Buildings.
Hongkong, 17th March, 1916. [35]

INTIMATION

WATSON'S

THE PREMIER SCOTCH OF THE FAR EAST FOR 25 YEARS.



POPULARITY MAINTAINED

BY ITS

EXCELLENT QUALITY.

NOT BY EXPENSIVE

WORLD-WIDE ADVERTISING.

A. S. WATSON & CO., LTD.

WINE & SPIRIT MERCHANTS, HONGKONG.

Hongkong Office: 10A, Des Voeux Road, C. London Office: 181, Finsbury Square, E.C.

The Daily Press.

HONGKONG, 20th MARCH, 1916

A POST-WAR PROBLEM.

It has long been a reproach to the British nation that it has shown no concern for the welfare of its soldiers after the expiration of their term of service with the Colours. Men who were acclimated in the hour of danger have in thousands of cases been allowed to "become human derelicts when their fighting days were finished without any organised attempt being made to enable them to earn a livelihood. Happily, there are indications that this callous indifference to those who have placed their lives at the disposal of their King and Country may now be regarded as a thing of the past.

Realising that many of the men who have left the office and the factory for the front are not likely upon their return to settle down contentedly into their old narrow grooves after their adventurous life in the open, and that the disorganisation of the labour market which will follow upon the cessation of hostilities will entail great suffering unless steps are taken to avert it, preparations are already being made to meet the new conditions. Under the auspices of the Royal Colonial Institute, Sir H. RIDER HAGGARD has gone on a mission to the Overseas Dominions for the purpose of arranging for discharged soldiers to be placed in suitable settlements there after the war, and he is assured of a cordial welcome in advance because the communities whom he will visit have always desired to people their territories with settlers of British origin. Objection has been raised to his mission, however, on the ground that the Mother Country cannot afford to be denuded of the flower of her manhood. While there is undoubtedly much force in this argument, it must be remembered that the area available for settlement in the United Kingdom

is restricted and that the economic possibilities are limited. In these circumstances many of the men are likely to seek their fortunes elsewhere, and it is obviously desirable that, instead of migrating to foreign countries, they should continue to live under the British flag. As Lord CURZON said at the farwell luncheon to Sir H. RIDER HAGGARD: "We want these British citizens to rear British families in British lands, to sustain the traditions and uphold the honour of the British flag, and to add to the economic and industrial strength of the British Empire." This point was further emphasised by Earl GREY, who declared that the critics of the scheme had, apparently, not realised that "if the Empire is to continue they must regard it as their country, of which England is only a province, and that inter-migration between England and the Dominions should now be regarded in the same way as migration from one part of England to another in the past. Gratitude to our Overseas kinsmen for their heroic war sacrifices, as well as recognition of the fact that settlement of vacant Dominion lands with Britons will contribute strength and safety to the Empire, should obtain for your mission the universal goodwill of all sane patriotic Imperialists." Few, if any, of our readers, we believe, will dispute the soundness of these views. At the same time it is gratifying to find that the obligation to offer inducements to our discharged soldiers to remain in the Homeland is not being overlooked. A special Committee of the Board of Agriculture, appointed to draw up a report on the question of post-war land settlement, has drafted a series of proposals which, it believes, will, if adopted, give ex-soldiers at least as good prospects as the Dominions can offer, and, at the same time, afford a unique opportunity of developing British agriculture. Briefly, the Committee recommends the immediate establishment of three pioneer colonies in Britain aggregating 5,000 acres in area, under expert guidance, with club-rooms, women's institutes, and entertainment halls, to dispel the old dulness of rural life that has been one of the causes of the depopulation of the countryside. The ideal settlement is considered to be a village community of one hundred families of farmers and others engaged in subsidiary agricultural trades, with implements upon hire, a demonstration farm, and jaw and cheese factories. A minimum of one thousand acres is suggested as the area for fruit and vegetable settlements; the minimum for dairying and mixed holdings 2,000 acres. It is pointed out that Britain's importation of £10,000,000 worth of fresh fruit in one year demonstrates the opportunity for fruit farming. The rents charged ought to be sufficient to recoup the capital outlay and cost of management, except the salaries of the staff and the cost of preliminary training. The Government is urged to train disabled soldiers and give them preference holdings, and to make a grant of £2,000,000 to carry out the scheme. At the same time the County Councils are urged to co-operate by providing small holidays for men who may not care to go to one of the State Colonies.

A mail for Europe (via Siberia) closes tomorrow at 3 p.m.

The Gazette contains a further amendment of the proclamation prohibiting the exportation of certain goods.

The Young Men's Sporting Union, says a Gazette announcement, has been exempted from registration under the Societies Ordinance, 1911.

The total output of the Kailan Mining Administration's mines for the week ending 4th March, 1916, amounted to 62,704 tons and the sales to 70,967 tons.

Police Inspector Terrett has been appointed an Examiner of Weights and Measures, and also Inspector of Dangerous Goods, in place of Inspector Withers, retired.

The public are notified in the Gazette that it will tend to expedite the despatch of telegrams in one of the authorised codes if decodes are handed in with the code messages.

It is notified in the Gazette that, having assumed the additional surname and arms of Fane, Mr. Richard Ponsonby, Private Secretary to H.E. the Governor, will henceforward be known as Richard Ponsonby Fane.

H.E. the Governor has approved of Lieut. W. E. Osborn, Bombay Volunteer Artillery, late lieutenant, Wellington Division, New Zealand Garrison Artillery, being attached to the Hongkong Volunteer Corps, with effect from March 10th.

A meeting of the Sanitary Board is called for to-morrow. The agenda contains only formal business.

Following the formation of a French Chamber of Commerce of China, with its centre at Shanghai, French merchants and porters of Tientsin have decided, with the approval of the Central Committee, to form a special section for Tientsin, Peking and North China.

Dr. Baty, an Englishman, who has a very high reputation and is a recognized authority on international law, has accepted the post of legal adviser to the Japanese Foreign Office, vacated by the death of Mr. Denison, an American, and is shortly expected in Japan.

The mother of Colonel Calthrop, formerly Military Attaché in Tokio (who was recently killed in action in France), has presented the sword which her son wore when he met his death, to the Japanese Military Academy. Colonel Calthrop was well known as an admirer of Bushido, and was the compiler of an English-Japanese dictionary. The sword was despatched to Japan on the 4th instant.

Hongkong residents will much regret to learn that Surgeon-General D. T. Hoskyns, R.N., will be leaving the Colony in the early part of April on transfer to England. His interest in the religious and educational life of the Colony has always been very keen, and it was frequently exhibited in a practical manner. He has occupied the position of Chairman of the Church of England Men's Society, and has rendered invaluable services to the Diocesan Girls' School, Kowloon, as Hon. Treasurer. Surgeon-General Hoskyns's successor is Deputy-Surgeon-General G. A. Dreaper, of the Plymouth Naval Hospital.

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THE WAR.

VIOLENT GERMAN EFFORTS.

SEVERE FIGHTING NEAR VERDUN.

ACTIVITY ON BRITISH FRONT.

ENGAGEMENT NEAR ADEN.

RUSSIAN AND ITALIAN SUCCESSES.

HOLLAND AND THE "TUBANTIA."

FRANCO-BELGIAN FRONT.

ANOTHER SERIOUS GERMAN CHECK. FIVE VIOLENT ATTACKS.

Paris, March 17th.
A feature of to-day's *communiqué* is another very serious German check east of the Meuse. The bombardment was followed from eight in the evening onwards by a series of most violent offensive actions against our positions in the village and at Fort de Vaux. Five successive attacks by heavy effectives were hurled forward by the Germans without any success.

Two attacks were directed against the village and two more against the slopes of the ridge crowned by the fort; and finally an attempt was made to debouch from the sunken road south-east of the village. All the attacks were shattered by our curtains of fire and our machine-guns and cost the enemy important sacrifices.

There has been a reciprocal cannonade in the Woivre region.

A French *coup de main* westward of Post-a-Mousson inflicted losses and took a number of prisoners.

The bombardment west of the Meuse has slackened and the Germans have not renewed their attempts on the Bethincourt-Gumieres front after yesterday's sanguinary defeat there.

FRENCH ARTILLERY'S GOOD WORK.

IMPORTANT ENEMY MUNITIONS DEPOT DESTROYED.

Paris, March 18th.
12.50 a.m.

The evening *communiqué* states:—Northward of the Aisne, after lively grenade fighting, we repulsed an attack on one of our small posts south-east of Bois-de-Buttes.

Our artillery has been actively engaged in the Ville aux Bis region, and the Craonne Plateau.

Our artillery has also continued to batter the enemy communications behind the Argonne front.

Northward of Verdun there has been no infantry action.

The all-day-long bombardment has been intermittent west of the Meuse and more intense in the Woivre district.

On the right bank our artillery in the Donaumont-Damloup region vigorously replied to the enemy's batteries and destroyed an important munitions depot at Champ Neuville.

On the rest of the front there is only the usual cannonade.

GERMAN'S DUAL OBJECT. TO FORCE PREMATURE OFFENSIVE.

LONDON, March 18th.
Mr. Warner Allen writes that the Germans undoubtedly hoped to capture Verdun, but they had a second object, namely, to provoke a premature offensive by the Allies on the Western front, calculating that the French would be overwhelmed at Verdun and appeal to the British to take the offensive. The French resistance proved that they are determined to retain the initiative in attack on the whole front.

ARTILLERY ACTIVITY.

Paris, March 18th.
11.40 p.m.
A *communiqué* states:—There is nothing to report beyond artillery activity about Achicourt, Hohenzollern, Bully Grenay, Wulverghem, Ypres and Wielje.

HEAVY BOMBARDMENTS.

AND AERIAL ACTIVITY.

Paris, March 18th.
5.30 p.m.
A *communiqué* states:—There have been heavy bombardments on a great part of the line, the Germans not being anxious to follow up the bombardments with infantry attacks.

The feature of the day has been aviation activity. In spite of the misty weather, French machines fought thirty-two engagements round Verdun, and one Fokker was badly damaged. Many heavy bombs were dropped, the stations of Comblains, Metz, Dieuze and Arnaville sustaining the severest damage.

VIOLENT ENEMY EFFORTS.

TRENCHES TAKEN AND RETAKEN.

Paris, March 18th.
1.5 a.m.
A *communiqué* states:—West of the Meuse the enemy violently bombarded in the region of Bois Bourrus and Montzeville.

The enemy on the right of the Meuse, after an intense artillery preparation, launched a series of partial attacks between the village of Vaux and the woods south of Haudromont farm. These were stopped by a curtain of fire, and the enemy failed to approach our trenches at any point.

Our batteries have been most active on the whole front, particularly in the Woivre, where they exploded a munitions depot.

The Germans in Lorraine attacked in the Thiaville district. Some of them penetrated our advanced trenches, but were immediately ejected by a counter-attack. Our artillery wrecked enemy trenches in the Boesinghe region and also shelled troops marching between the Oise and the Aisne.

ARTILLERY ACTIVITY IN BRITISH ZONE.

LONDON, March 18th.
A *communiqué* says there has been considerable artillery activity south and north-east of Loos and some mutual shelling south-east of Ypres.

RUSSIAN FRONT.

ENEMY COUNTER-ATTACK REPULSED.

PETROGRAD, March 18th.

A *communiqué* reports one or two minor affairs on the Western front. The enemy in the Caucasus attempted a counter-attack at Mamhatun, but were repulsed and driven westwards with severe losses.

RUSSIANS ATTACKING TREBIZOND.

BY LAND AND SEA.

LONDON, March 17th.
A telegram from Rome says the Russians are attacking Trebizond by sea and land with large forces.

PROGRESS WESTWARD.

SUBSTANTIAL CAPTURES.

PETROGRAD, March 18th.
A *communiqué* states that after an engagement we occupied the town of Mamhatun, 60 versts west of Erzerum, capturing five guns, machine-guns, and a convoy of 44 officers and 770 Askaris.

NAVAL ACTIVITIES.

THE LOST "TUBANTIA."

OFFICERS SWEAR VESSEL WAS TORPEDOED.

THE HAGUE, March 18th.
The Minister of Marine has received affidavits from the first and fourth officers and the lookout man that they saw a torpedo hit the *Tubantia*.

GERMAN OWNED FOREIGN SECURITIES ABOARD.

LONDON, March 18th.
The Belgian Minister to Berlin, who was travelling home on the *Tubantia*, arrived at Amsterdam wrapped in blankets, and in an exhausted condition. He has lost very insured property worth £12,000 sterling, also personal valuables and diplomatic documents. He states that four persons were killed and several injured.

It is reported that a large number of German owned foreign securities were aboard the liner intended for sale in New York, via South America, and it is opined that grave financial injury to the owners will result in the loss of these.

A SERIOUS DUTCH VIEW.

AMSTERDAM, March 18th.
The Dutch press is unanimous with regard to the seriousness of the *Tubantia* affair, and urges the Government to combine with the United States and other neutrals in bringing Germany to her senses.

ANOTHER DUTCH VESSEL TORPEDOED.

LONDON, March 18th.
The Dutch steamer *Palembang*, while journeying from Java, was torpedoed in the North Sea.

THREE TORPEDOES FIRED.

LATER.
Fifty-two of the crew and two Dutch passengers of the *Palembang* have been landed at Harwich. They state that the vessel sank in seven minutes. Nine of the crew were injured by the explosion. The discipline was perfect, and all were saved in the boats. The Captain's dog was drowned, and this was the only fatality.

Some of the crew state that three torpedoes were fired.

The weather was fine and it was very clear. The *Palembang* was steaming fairly rapidly.

ITALIANS REQUISITION GERMAN SHIPS.

LONDON, March 17th.
In the House of Commons Sir Edward Grey announced that Italy had taken powers to requisition 36 German liners, now in Italian ports. The total tonnage is 142,000.

ITALIAN FRONT.

THROUGH REUTER'S AGENCY.
CONSIDERABLE ACTIVITY.

AUSTRIAN EFFORT REPULSED.

ROME, March 18th.
A *communiqué* reports considerable activity. The enemy, supported by artillery, attempted to attack the Italian positions south-east of Rovereto and in the Sugana Valley, but were repulsed.

There was an intense artillery action at Lonzo, the Italians vigorously responding and capturing a trench.

SUCCESSFUL BOMBARDMENT.

ROME, March 18th.
A *communiqué* states:—We re-bombarded Toblach station. Visible damage was done and there were some fires. Our infantry, supported by artillery, kept the enemy on the alert on the whole front.

TURKS ATTACK NEAR ADEN.

REPULSED AND PURSUED.

ROUTING BEDOUINS.

DUKE OF WESTMINSTER COMMANDS SUCCESSFUL MOTOR RAID.

MR. CHURCHILL AND THE COMMONS.

UNOFFICIALLY REPORTED KILLED.

ST. PATRICK'S DAY.

IRISH GUARDS INSPECTED.

A CORRECTION.

SIR ERNEST SHACKLETON'S EXPEDITION.

PROMINENT INVALID.

DEATH OF AN AUTHORESS.

CANADA AND THE TRADE WAR.

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DISORDER IN PRUSSIAN DIET.

SOCIALIST LEADER EJECTED.

WHEAT AND MAIZE.

REMARKABLE FALL IN LONDON MARKETS.

MR. CHURCHILL AND THE COMMONS.

UNOFFICIALLY REPORTED KILLED.

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Support
British
Trade!Support
British
Trade!

THE ASIATIC PETROLEUM COMPANY, LIMITED

IS THE ONLY BRITISH PETROLEUM COMPANY IN THE FAR EAST

"SHELL" MOTOR SPIRIT

THE ACME OF PERFECTION.

"POWERIN" MOTOR SPIRIT

FOR HEAVY DUTY VEHICLES.

"SWAN" BENZINE

FOR DRY CLEANING.

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BRANDS:

FISH**DRAGON****CROWN****RISING SUN****LAMPGLASS****CROSS**

Cross Oil, the cheapest and best oil for kerosene motors.

LIQUID FUELFOR DIESEL & SEMI-DIESEL MOTORS,
AND STEAMSHIP BUNKERS.**PARAFFIN WAX****"CROWN" CANDLES****"MOESILINE" LUBRICATING OILS****"TURPENE"**

A PERFECT SUBSTITUTE FOR TURPENTINE.

THE WAR.

The following Cables were received on Saturday evening and issued in our Early Morning Extra yesterday.

FRANCE-BELGIAN FRONT

[THROUGH REUTER'S AGENCY.]

THE FINAL STAGE.

EVERYTHING IN FAVOUR OF THE FRENCH.

PARIS, March 16th.
1.45 p.m.

The opinion is growing that the battle of Verdun has reached its final phase and that everything is in favour of the French. Although their artillery attacks are as desperate as ever, the Germans have hardly gained a foot of ground, and most of what they have gained has since been retaken. It is now certain that the German infantry is not equal to that engaged at the beginning of the battle.

Experts anticipate another desperate onslaught on the Douaumont-Vaux front.

ENEMY TRENCHES WRECKED.
PARIS, March 16th.
4.35 p.m.

A communiqué states that our batteries wrecked the enemy's communication trenches at Neuport, many being killed. There was no artillery action north of Verdun. The bombardment was feeble west of the Meuse, but more intense at Haumont and Dambloup, while the French violently bombarded west of Douaumont, where the enemy was constructing earthworks. We effected a coup de main to the east of Apremont, inflicting losses and taking prisoners. A German attack at Bernhaupt in the Vosges was defeated by a curtain of fire.

FUTILE ASSAULTS.

PARIS, March 17th.
1.15 a.m.

A communiqué states that west of the Meuse, after a most violent bombardment of our front from Bethincourt to Cumieres, the Germans, this afternoon, strongly attacked our positions at Nort Homme. Waves of assault failed to secure a footing at any point and they were compelled to retreat to Crows Wood, where our concentrated artillery fire, which was immediately let loose, inflicted heavy losses.

On the right of the Meuse, artillery activity was redoubled east and west of Douaumont and in the vicinity of the village of Vaux. There was no infantry attack but our batteries shelled the marching troops. There was an intense bombardment in Woevre and north of the Aisne.

[THROUGH REUTER'S AGENCY.]

MYSTERY OF GERMAN INTENTIONS.

LONDON, March 17th.

A French communiqué indicates that the Germans have lost the footing they gained on the low spur of Douaumont hill on Tuesday. As the situation develops, the mystery of the German intentions deepens. There is much speculation in Paris as to what the repeated prolonged pauses between the German short-lived offensives mean. It is believed possible that the Germans, while maintaining a show of activity at Verdun, intend to divert the offensive elsewhere, but this hypothesis is not generally favoured as all signs point not merely to a check of the original designs but to a weakening of the instrument of attack although the enemy is still bringing up reinforcements. A hundred and thirty trains were counted in twenty-four hours passing the northern French frontiers.

MUTUAL ARTILLERY ACTIVITY.

LONDON, March 16th.

A communiqué states that yesterday evening the enemy's bombers made a feeble demonstration near Hohenollern. We sprang a mine south-west of Loos with good effect. There was mutual artillery activity about Loos and Ypres.

ITALIAN FRONT.

[THROUGH REUTER'S AGENCY.]

GROUND COVERED WITH CORPSES.**ITALIANS REPULSE VIOLENT ATTACK.**

ROME, March 16th.

After a violent bombardment, the enemy made two fierce attacks on our newly captured positions in the San Martino zone. They twice reached the parapets but were repulsed. The ground was covered with corpses.

THE NEAR EAST.

[THROUGH REUTER'S AGENCY.]

CAPTURE OF GUNS IN EGYPT.

CAIRO, March 16th.

Three guns were captured in the pursuit of the enemy after the occupation of Solani.

[THROUGH REUTER'S AGENCY.]

THE LOST "TUBANTIA."

THREE AMERICAN PASSENGERS.

LONDON, March 16th.

The Dutch steamer *Tubantia* was one of the newest and fastest liners on the South American service. There were 83 passengers and 294 crew on board. The captain believes that the liner was torpedoed.

LATER.
There were three Americans aboard the *Tubantia*.

MANY NEUTRAL COUNTRIES INVOLVED.

AMSTERDAM, March 16th.

The *Tubantia* was one of the finest vessels of the Dutch Mercantile Marine. Her loss has caused consternation. Six European neutral countries were represented in the passenger list, several diplomats and consuls being among those on board.

MAGNIFICENT BEHAVIOUR OF ALL ON BOARD.

LONDON, March 17th.

There was a heavy sea at the time of the explosion on the *Tubantia*. Some of the lifeboats were smashed, and passengers were thrown out of their bunks. Everyone behaved magnificently. Boats were launched in the most orderly manner. The passengers were taken off first. The Captain left a few minutes before the ship sank.

THE HAGUE, March 17th.
Three people have made affidavits affirming that they clearly saw the white wake of a torpedo approaching the liner which was holed two metres under the waterline on the starboard side. The *Rotterdamische Courant* says the crime is inexcusable.

THE BALKANS.

[THROUGH REUTER'S AGENCY.]

WITHDRAWING GERMAN TROOPS.**REINFORCEMENTS FOR FRENCH FRONT.**

ATHENS, March 17th.

Advices from Florina state that the Germans are withdrawing troops from Serbian Macedonia and transferring them to the western front.

[THROUGH REUTER'S AGENCY.]

TRADING WITH THE ENEMY.

ENEMY GOODS STILL ENTERING INDIA.

LONDON, March 16th.

In the House of Lords, Lord Sydenham affirmed that enemy goods were still entering India.

Lord Islington announced that a Bill would shortly be introduced in the Legislative Council to validate the seizure of suspected goods. The real responsibility lay with the Consuls of neutral nations. The Indian Customs authorities were scrutinising consignments most closely, and the recent publication of Black List firms with which trade was prohibited would strengthen their powers in excluding enemy goods. Any cases which Lord Sydenham could produce would receive close and early attention. The Government desired to carry out the spirit and the letter of the policy of checking, as far as possible, the entry of enemy goods into India.

THE BLACK LIST.

LONDON, March 16th.

The Gazette publishes the names of a number of firms in Persia, including the notorious Wassmuss Company, which have been black-listed under the Trading with the Enemy Act.

NO FREE TRADE WITH GERMANY.

LONDON, March 16th.

Eighteen out of twenty-two new Directors of the Manchester Chamber of Commerce have pledged themselves against Free Trade with Germany after the war.

NEW FRENCH WAR MINISTER.**RESIGNATION OF GENERAL GALLIENI.**

PARIS, March 16th.

It is officially announced that Admiral Lucuze has temporarily taken over General Gallieni's duties.

LATER.
Lieut. General Roques has been appointed Minister of War in succession to General Gallieni, who has resigned an account of ill-health.

PARIS, March 16th.

General Roques is a favourite with the army. He organised the French Air Service and has commanded an army at the front.

[THROUGH REUTER'S AGENCY.]

MUNITIONS MAKING IN CANADA.

CREDIT OFFERED BY THE BANKS.

OTTAWA, March 16th.

The Minister of Finance has announced that Canadian Banks have offered a credit of fifteen millions in connection with orders for munitions made in Canada during the next two months.

This is a matter for great pride, coming, as it does, after the Dominion Government credit of ten millions.

THE SILVER MARKET.

LONDON, March 16th.

Messrs. Montagu's report says that the tone of the silver market continues to be remarkably steady, the demand for the Home Mint being the chief factor.

The Continent has been a more or less constant buyer, while there have been a few orders from India. The closeness of China exchange to parity, the absence of free selling in the United States, mintage by Japan on account of Russia, and the extension of the area in which the rupee has to do duty, as well as the readjustment of the currency in India create confidence in the future of the market.

GERMAN SUBMARINE POLICY.

VON TIRPITZ REPRES "WITH ALL HONOURS."

LONDON, March 16th.

A Berlin semi-official statement says that Admiral von Tirpitz withdraws with all honours, and the choice of his successor, who has co-operated with Admiral von Tirpitz, guarantees continuity of policy, particularly in regard to submarine warfare.

THE GERMAN BUDGET.

NECESSITY FOR NEW TAXATION.

AMSTERDAM, March 17th.

Herr Helfferich, in presenting the German Budget, announced the necessity of raising five hundred million marks by new taxation. He admitted the food problem was more difficult, and emphasised that the new war loan would be the most significant point in the struggle.

"STANDARD" CEASES PUBLICATION.

LONDON, March 17th.

The *Standard* has ceased publication. LATER.
All the newspapers regret the suspension of their historic confrere. It is pointed out that the *Standard's* copyright is preserved with a view to re-publication.

[THROUGH REUTER'S AGENCY.]

NEXT ALLIED CONFERENCE.

TO BE HELD IN ROME.

LONDON, March 17th.

The next Allied conference will be held in Rome shortly. Mr. Lloyd George will attend and possibly also Sir Edward Grey. The conference is being held at the request of the Government.

AFTER THE WAR.

FARMS FOR THE SOLDIERS IN CANADA.

MONTREAL, March 16th.

Sir Thomas Shaughnessy announces a scheme for the settlement of disbanded soldiers. The Canadian Pacific railway are preparing a thousand farms in Western Canada, which will be grouped in colonies with military names and with a capital instruction farm.

COAL-OWNERS AND MINERS AGREE.

ALL THE WORKMEN TO BECOME TRADE UNIONISTS.

LONDON, March 17th.

Yesterday the South Wales coal-owners and the Miners' Federation decided that all workmen should be required to become trade unionists with a view to preventing restriction of output by strikes over the non-unionist question during war.

KING OF SIAM ILL.

BANGKOK, March 16th.

The King of Siam is suffering from neurasthenia.

DEATH OF LORD THURLOW.

LONDON, March 16th.

The death is announced of Lord Thurlow, who was on the Earl of Elgin's Mission to China in 1860-61 and was present at the capture of the Taku forts and Peking.

DEATH OF COLONEL SIR C. M. WATSON.

LONDON, March 16th.

The death has occurred of Colonel Sir Charles Moore Watson.

"MONTERRAT" Lime Juice is cooling, delicious and healthful. If you want to feel your best during the hot weather drink it every day.

[BY W. PETT RIDGE.]

P. & O. S. N. CO. P. & O. S. N. CO.

FOR STEAMERS TO SAIL REMARKS

LONDON and BOVEY VIA NOVARA 3 p.m. } See Special
Under Ports of Call Capt. H. K. Rotherington, R.N.R. } Advertisement

SHANGHAI, MOJI, KOBE, NAGOYA About } Freight and
and YOKOHAMA Capt. A. B. Garwood, R.N.R. } Passage

LONDON VIA SINGAPORE, PENANG, COLOMBO, NOBEE About } Freight and
PORT SAID and Capt. D. Asbury } Passage

All the above Steamers are fitted with Wireless Telegraphy.

For Further Particulars apply to —

E. V. D. PARK,

Acting Superintendent.

Hongkong, 20th March, 1916.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION

FOR STEAMERS TO SAIL

SHANGHAI "ANHUI" On 21st Mar., 4 p.m.
HAIPHONG "SUNGKIANG" On 22nd Mar., 11 a.m.
NEWCHONG "KUKIANG" On 23rd Mar., Noon.
MANILA, CEBU and ILOILO "TAMING" On 24th Mar., 4 p.m.
TIENTSIN "KUEICHOW" On 25th Mar., Noon.

DIRECT SAILINGS TOWEST RIVER Twice Weekly.

SS. "LINTAN" and SS. "SANUI"
MANILA LINE-TWIN-SCREW STEAMERS "CHINHUA," "TAMING" and "TEAN." Excellent Saloon accommodation. Electric Fans fitted. Extra State-rooms on Deck, aft, on "TAMING" and "TEAN." MAILS AND CARGO. SS. "ANHUI," "CHENAN," "LUCHOW," "YINGCHOW," "SHANTUNG," and "SUNGKIANG" with excellent accommodation, Electric Light and Fans in Saloon and State-rooms, maintain a regular schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Tuesday, Thursday and Sunday, taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.
For Freight or Passage apply to— BUTTERFIELD & SWIRE, AGENTS.
Hongkong, 20th March, 1916. TELEPHONE 36.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG & SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First Class Passengers, Electric Light and Fans in staterooms and Saloons and Excellent cuisine.

FOR SWATOW, AMOY AND FOCHOW AND RETURN.

Occupying 9 to 10 Days

STEAMSHIP CAPTAIN LEAVING

"HAIPHONG" Capt. J. W. Evans TUESDAY, 21st Mar., at 2 p.m.
"HAITAN" Capt. J. S. Thomson TUESDAY, 28th Mar., at 2 p.m.

FOR SWATOW.

"HAITAN" Capt. J. S. Thomson FRIDAY, 24th Mar., at 1 p.m.
Arrivals and Departures from the Company's Wharf (near Blake Pier).
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Hongkong, 17th March, 1916.

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APCAR LINE.

REGULAR SERVICE BETWEEN CALCUTTA, STRAITS, SHANGHAI AND JAPAN PORTS.

EASTWARD

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The above Steamers have excellent Saloon accommodation for Passengers and are fitted with all modern conveniences and carry a duly qualified surgeon.

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DAVID SASSOON & CO., LTD., AGENTS

Hongkong, 1st March, 1916.

THE EASTERN & AUSTRALIAN STEAMSHIP CO., LTD.

MAIL SERVICE TO AUSTRALIA.

SAILINGS SUBJECT TO ALTERATION WITHOUT NOTICE.

STEAMER	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
EMPIRE	6th April	On 8th Apr., 11 a.m.
EASTERN		On 29th Apr., 11 a.m.

All Steamers fitted with wireless Telegraphy.
The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A duly qualified Doctor and Stewards are carried.
For further particulars, apply to— GIBB, LIVINGSTON & CO., AGENTS

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TAIRING PASSENGERS AND CARGO TO STRAITS, COLOMBO, INDIA, AUSTRALASIA, EGYPT, &c.

Steamers to	Tons	Leave Hongkong	Connecting Mail	Tons	Due at Marseilles	Due at London
to		to	Str. from Colombo		1916	1916
NOVARA	7,000	March 24	MALWA	11,500	April 23	April 30
MALTA	6,000	April 7	KHIVA	9,000	May 8	May 15
NAGOYA	7,000	April 21	MOULTAN	10,000	May 22	May 29
NANUK	7,000	May 5	KASHIGAKI	9,000	June 5	June 12
NANKIN	7,000	May 19	KARWALA	9,000	June 19	June 26
NOVARA	7,000	June 2	KASHIGAKI	9,000	July 3	July 10
MALTA	6,000	June 16	KHIVA	9,000	July 17	July 24
NOVARA	7,000	June 30	KASHIGAKI	9,000	July 31	Aug. 7

Passengers may travel by Railway in Japan between Ports of Call free of charge. Return Tickets are available by Messageries Maritimes Company.

IN ADDITION TO THE ABOVE MAIL STEAMERS, INTERMEDIATE (Non-Transshipment) STEAMERS WILL LEAVE DIRECT FOR MARSEILLES AND LONDON, Calling at SINGAPORE, PORT SWETENHAM, PENANG, COLOMBO AND PORT SAID.

SAILINGS DIRECT TO SHANGHAI, MOJI, KOBE AND YOKOHAMA.

S.S.	Tons	Leave Hongkong About
NAGOYA	7,000	WEDNESDAY, 29th March.
NAMUR	7,000	SUNDAY, 9th April.
NANKIN	7,000	SATURDAY, 22nd April.
NOVARA	7,000	SATURDAY, 6th May.

Passengers may travel by Railway in Japan between Ports of Call free of charge. Return Tickets are available by Messageries Maritimes Company.

IN ADDITION TO THE ABOVE MAIL STEAMERS, INTERMEDIATE (Non-Transshipment) STEAMERS WILL LEAVE DIRECT FOR MARSEILLES AND LONDON, Calling at SINGAPORE, PORT SWETENHAM, PENANG, COLOMBO AND PORT SAID.

CARRYING 1ST AND 2ND SALOON PASSENGERS AT REDUCED RATES. PROPOSED SAILINGS:

STEAMERS	Tons	Leave Hongkong	Leave Port	Due at Marseilles	Due at London
		about	about	about	about
NORE	7,000	Mar. 30	Apr. 4	May 4	May 11
MONGARA	8,000	July 19	July 25	Aug. 23	Sept. 1

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS. All Cabins are fitted with Electric Fans free of charge and each Berth furnished with an Electric Reading Lamp.
Passage Tickets interchangeable with the British India Co.
Round-the-World Tickets and Through Tickets to New York in connection with the Principal Mail Lines.
Return Tickets at fare and a half available to Europe for Two Years; or to Intermediate Ports for Six Months.
Owing to the War in Europe Steamers and Sailing dates are liable to be cancelled or altered without notice.
For Further Information, Passage Fares, Freights, Handbooks, etc., apply to E. V. D. PARK, Acting Superintendent.

NIPPON YUSEN KAISHA. THE JAPAN MAIL STEAMSHIP CO.

PROJECTED SAILINGS FROM HONGKONG.

DESTINATION	STEAMERS	TONS	SAILING DATES
LONDON VIA SINGAPORE, MALACCA, PENANG, COLOMBO, DURBAN, CAPE TOWN, and TENERIFE	MIYAZAKI MARU Capt. Tominaka	16,000	SUNDAY, 26th Mar., at Noon.
	KITANO MARU Capt. F. E. Cope	15,000	THURSDAY, 6th Apr., at Noon.
VICTORIA, B.C. and SEATTLE VIA SHANGHAI, MOJI, KOBE, YOKOHAMA and YOKOHAMA	SADO MARU Capt. Muramatsu	12,500	TUESDAY, 4th Apr., at Noon.
	AWA MARU Capt. Inoue	12,500	TUESDAY, 18th Apr., at Noon.
SYDNEY and MELBOURNE VIA MANILA, BANGALANGA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	NIKKO MARU Capt. Ikeda	9,500	FRIDAY, 14th Apr., at 4 p.m.
	AKI MARU Capt. Yoshikawa	12,500	TUESDAY, 16th May, at 11 a.m.
CALCUTTA VIA SINGAPORE, PENANG and BANGALANGA	CEYLON MARU Capt. K. Higo	10,000	SATURDAY, 23rd Mar.
BOMBAY VIA SINGAPORE, MALACCA and COLOMBO	YETOROFU MARU Capt. —	8,000	TUESDAY, 23rd Mar.
SHANGHAI, MOJI and KOBE	TOTOMI MARU Capt. M. Tanaka	8,000	THURSDAY, 23rd Mar.
SHANGHAI, KOBE and YOKOHAMA	COLOMBO MARU Capt. Nomura	8,000	FRIDAY, 24th Mar.
NAGASAKI, KOBE and YOKOHAMA	AKI MARU Capt. Yoshikawa	12,500	FRIDAY, 14th Apr., at 10 a.m.
SHANGHAI, KOBE and YOKOHAMA	HIRANO MARU Capt. H. Fraser	16,000	FRIDAY, 31st Mar., at 10 a.m.

SOME PRINCIPAL FARES.

To London 1st Single Yen 600.	To Marseilles 1st Single Yen 550.
" " 2nd Single " 400.	" " 2nd Single " 385.
" " 3rd Single " 300.	" " 3rd Single " 250.
To London, Southampton, Liverpool via New York 280.3.0	To Montreal 280.3.0
To Victoria, Vancouver, Seattle 1st Single 230.	1st Return 245.
To Sydney, 1st Single 240.	To Melbourne, 1st Single 241.
To Yokohama, 1st Return 272.	To Kobe, 1st Return 273.16
" " 2nd " 150.	" " 2nd " 123.
" " 3rd " 90.	" " 3rd " 60.

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TOYO KISEN KAISHA. SAN FRANCISCO LINE.

VIA SHANGHAI, MANILA, THE INLAND SEA, JAPAN AND HONOLULU.

Sailings from Hongkong—Subject to Change Without Notice.

Steamer	Tons	Speed	Leave Hongkong
KWANTO MARU	6,000	14 knots	WED'DAY, 29th Mar., Noon.
CHIYO MARU	22,000	21 knots	SAT., 8th April
PERIA MARU	9,000	17 knots	FRIDAY 21st April
TENYO MARU	22,000	21 knots	WED., 3rd May.
SEIYO MARU	14,000	14 knots	THURS., 11th May.
NIPPON MARU	11,000	15 knots	TUESDAY, 16th May.
SHINYO MARU	22,000	21 knots	WED., 31st May.

Proceeding to Manila, Omitting Shanghai.

First Class to London £71.10... RETURN (6 MONTHS) £120.
" " " NEW YORK £66. " " " £96.10.
" " " SAN FRANCISCO £45. " " " £63.
Passengers purchasing Trans-Pacific Return Tickets have the option of returning from Vancouver by the CANADIAN PACIFIC RAILWAY CO. SPECIAL RATES given to NAVAL and MILITARY CIVIL SERVANTS MISSIONARIES, etc.
ROUND THE WORLD Tickets issued in connection with all the Principal Mail Lines and the Trans-Siberian Railway.
Passengers may Travel by Railway between Ports of Call in Japan free of charge.

SOUTH AMERICA LINE.

For JAPAN, PORT, HONOLULU, SAN FRANCISCO, LOS ANGELES, SALINA CRUZ, BALBOA, CALIFORNIA, ARICA, IQUIQUE and VALPARAISO.

TRANS-ANDAN ROUTE TO BUENOS AIRES.
SEIYO MARU ... 14,000 — 14 knots ... THURSDAY, 11th May.
For Full Particulars as to Passage and Freight, apply to—
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MESSAGERIES MARITIMES

FRENCH MAIL LINES.

Fortnightly SERVICE TO AND FROM JAPAN VIA SHANGHAI.
Fortnightly SERVICE TO AND FROM EUROPE VIA SUEZ CANAL.

For	STEAMER	To SAIL
SHANGHAI, KOBE and YOKOHAMA (Without Transshipment)	PORTHOS	On 19th April.
HAIPHONG, KOBE and YOKOHAMA (Without Transshipment)	HOMEWARD	On 26th March.
MARSHALLS via SAIGON and AMOY (Without Transshipment)	POLYNESIE	On 1st April.

Subject to immediate alteration without notice.

ALL STEAMERS FITTED WITH WIRELESS TELEGRAPHY. Weekly branch line from Saigon to Haiphong. Branch line connecting every four weeks at Colombo, for Calcutta. State Rooms 1st, 2nd and 3rd Classes. Return Tickets to Europe available two years. Return Tickets to Intermediate Ports available six months.
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OSAKA SHOSHEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG (Subject to Alteration).

THE AMERICAN LINE TO TACOMA AND SEATTLE In Connection with

THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY CO.

For VICTORIA AND TACOMA VIA MANILA, MOJI, KOBE, YOKOHAMA and YOKOHAMA.
"TACOMA MARU" ... Capt. T. Hamada ... MONDAY, 27th Mar., at 3 p.m.
These Newly-Built Steamers of American Line have fair speed and are fitted with the Wireless Apparatus. Best adapted rooms for carrying Silk, Treasure and Parcels.

For BOMBAY, VIA SINGAPORE, PORT SWETENHAM, PENANG, AND COLOMBO.

"SAIGON MARU" ... Capt. T. Yamaguchi ... TUESDAY, 4th Apr., at 7 a.m.

For TAMSUI AND KEELUNG VIA SWATOW AND AMOY.

"DAIGI MARU" ... Capt. T. Kozaki ... SUNDAY, 25th Mar., at Noon.

For ANPING AND TAKAO VIA SWATOW AND AMOY.

"ROSHU MARU" ... Capt. A. Kobayashi ... WED'DAY, 29th Mar., at 9 a.m.

These Steamers of Coast and Forenoon Line have excellent accommodation for First Class Passengers and are fitted with Electric Light and Fans. These Steamers will arrive at and depart from Soon Yip Wharf (near the Harbour Office).
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